HERITAGE

VOLUME 27 No. 106 2003

LINKING THE PAST WITH THE PRESENT – FOR THE FUTURE

THE SWAN BELLS
OLD HERITAGE
& NEW ICON

CHARLES YELVERTON O'CONNOR

A GLIMPSE INTO ONE OF THE GIANTS WHO BUILT OUR NATION

MALAYAN MEMORIES
THROUGH THE
EYES OF A CHILD

PRINCE WILLIAM COMES OF AGE
INTERVIEWS
WITH THE PRINCE

NEVILLE SHUTE
PART TWO

PRINT POST PUBLICATION PP 538628/00027

This issue of Heritage comes to our readers with warmest wishes for a very happy Christmas. Once again we have so much to thank God for in our daily lives here in Australia. At this time of year we celebrate the greatest blessing of all – that our inheritance provides us with free access to the knowledge of the Christmas message; the gift of God s Son to mankind. Let s celebrate this amazing privilege with joy and generosity this year!

HERITAGE

No. 106 Spring 2003
PUBLISHED BY THE AUSTRALIAN HERITAGE SOCIETY

IN THIS ISSUE

ANNUAL SUBSCRIPTION (4 issues)

Including post within Australia	–	AU$ 30.00
Posted overseas by surface mail	–	AU$ 35.00

NEED MORE COPIES?
Further copies of *HERITAGE* are available at $8.00 posted or 2 for $15 posted.

Make cheques payable to:-
THE AUSTRALIAN HERITAGE SOCIETY
and mail to: P.O. BOX 163, CHIDLOW, W.A. 6556

WHY NOT CONSIDER A GIFT SUBSCRIPTION OR SAMPLE COPY
We will enclose a gift card with your name as the donor and a brief message if required.

CONTRIBUTIONS WELCOMED

Contributions are invited for publication in *HERITAGE*. Articles should be accompanied by suitable photographs, and a stamped addressed envelope for return if unsuitable. Submission of copy does not guarantee its use, which is at the discretion of the Editor. All reasonable care will be taken of material forwarded; however, the Editor cannot accept responsibility for loss, damage or non-return of material. The views expressed in *HERITAGE* are those of their authors and not necessarily the views of The Australian Heritage Society.

The Australian Heritage Society

The Australian Heritage Society was launched in Melbourne on 18th September, 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, pursuit of goodness and beauty, and unselfish concern for other people - to maintain a love and loyalty for those values.

Young Australians have a real challenge before them. The Australian Heritage Society, with your support, can give 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 your actions today."

SIR RAPHAEL CILENTO
First Patron of the Australian Heritage Society

ADMINISTRATION & SUBSCRIPTIONS
The Secretary, Australian Heritage Society
P.O. Box 163, Chidlow, W.A. 6556
Telephone/Fax (08) 9574 6042

EDITORIAL CORRESPONDENCE
MS 897 Ravensbourne, Queensland 4352
Telephone/Fax (07) 4697 8170

WESTERN AUSTRALIA
Heritage Bookmailing Service
P.O. Box 163, Chidlow, W.A. 6556
Telephone/Fax (08) 9574 6042

VICTORIA
G.P.O. Box 1052, Melbourne, Victoria 3001
Telephone (03) 9650 9749 Fax (03) 9650 9368

SOUTH AUSTRALIA
Heritage Books - Bookmail
P.O. Box 208, Ingle Farm, S.A. 5098
Telephone (08) 8395 9826 Fax (08) 8395 9827

NEW SOUTH WALES
P.O. Box 582, Lakemba, Sydney, NSW 2195
Heritage Bookmail
P.O. Box 86, Lake Munmorah, NSW 2259
Telephone (02) 4358 3634

QUEENSLAND
Conservative Bookmailing Service
P.O. Box 7108, Toowoomba Mail Centre
Toowoomba, Queensland 4352
Telephone/Message Bank (07) 4635 7435

NEW ZEALAND
Conservative Books
PO Box 12-752, Penrose, Auckland, New Zealand
Fax 09 634 6522 Email: legort@xtra.co.nz

UNITED KINGDOM
Bloomfield Books
26 Meadow Lane, Sudbury, Suffolk
England C010 6TD

HERITAGE

EDITORIAL

Representing all Australians

THE role of Governor General of Australia is defined in our Constitution, and is familiar to most of us.

The Commonwealth Government Directory declares him to be head of state, in whom the executive power of the Commonwealth is vested. His powers include summoning, proroguing and dissolving Parliament; recommending appropriations, assenting to Bills, issuing writs for general elections, appointing and dismissing Ministers, submitting proposals for referendums, making Proclamations and Regulations, creating government departments and making statutory appointments.

Prominent republican, Malcolm Turnbull, in his book *The Reluctant Republic,* adds that, in addition, the Governor-General, as Head of State, acts as the *official representative of the Australian Commonwealth* (emphasis added).

"He or she receives ambassadors and visiting dignitaries, is invited to open art festivals, cattle shows, learned conferences and so on. Because the Governor-General does not have the same punishing workload as a Prime Minister (who actually has to run the country) the Governor-General can do a great deal more in the area of good wokrs, ribbon-cutting and speech-making to worthy gatherings."

The 2002 winner of the senior essay competition held by the Toowoomba Australians for Constitutional Monarchy did a great job of explaining the position *(see issue No. 102).*

Young David Webster pointed out that in addition to his function as one part of our Executive Government, and as Commander-in-Chief of the Australian Defence Forces, the Governor General also performs a number of ceremonial duties – opening Federal Parliament, receiving foreign ambassadors, accepting patronage etc., and he concluded with the words: *"The roles of the Queen and the Governor-General are overall intended to be points around which Australians can unite as a nation and as a people . . . "*

Political parties, on the other hand, divide us.

Many and sometimes bitter are the political feuds that go back generations between Australians who are otherwise quite happy to drink or play sport together, lend each other farm machinery, fight fires, life-save, or go fishing together. A man may happily help his neighbour fix a fence, but will often disagree violently with his political views.

It is an exceptional Australian prime minister whose popularity rates around 50% of the population, which indicates, of course, that 50% of the population does *not* like him or his politics.

Our Governor-General, on the other hand, is above politics. As David Webster says in his essay, he can *unite us as a nation and as a people.*

In recent years Prime Ministers of all political hues have taken to usurping this uniting role, and the present encumbent has refined the practice to an art form. Moving at the speed of light, he flits from World Trade Centre memorial services, to be seen embracing relatives of Bali bomb victims, only a few short hours after – very properly – fulfilling his prime ministerial duties at the Asia Pacific conference. He farewells, . . . and then welcomes home, our defence force personnel as they leave for East Timor, . . . the Solomon Islands, . . . or Iraq. Here he is, joyfully encouraging the Wallabies at the Rugby World Cup, and next minute there he is in London, representing Australia alongside the Queen at the dedication of a Memorial to Australia s war dead in Hyde Park. Absalom-like, if there s a photo opportunity, there is he.

It has to be admitted that the strategy does seem to work. Rarely has Prime Ministerial popularity been so high. But at whose expense has this popularity been bought? Is it not true that most of these functions should have been performed by our unifying Governor General?

It is easy to be critical, and probably unjust to make wholesale accusations of political opportunism where genuine compassion and perceived devotion to duty may well provide some of the motivation, not to mention a tactful stepping-into-the-breach in the face of the recent media witch hunt of our penultimate Governor General, Archbishop Hollingworth. While controversy raged, just *maybe* there could have been justification for taking the limelight and avoiding unseemly confrontation. However, our new Governor General, Major General Michael Jeffery, AC, CVO, MC, has been unable to move fast enough to forestall the Prime Minister from welcoming home his – the Governor-General s - troops from the Solomon Islands for Christmas.

Prime Minister Howard claims to be a monarchist, and as such one would imagine he has an appreciation of the vital role the monarch, and the monarch s Australian representative, plays in our constitutional system of government.

Major General Michael Jeffery

Does he also understand the intangible, emotional, *uniting* role this figure should fill? If that position is usurped, will it not become irrelevant and expendable to those less aware of the constitutional importance of the position?

Let s indulge in a flight of fancy for a moment, and imagine a Prime Minister for ourselves, so inspired by the concept of constitutional monarchy, so well versed in and sensitive to the unique safeguard for his countrymen the functioning Governor-General provides, against the odd hasty or ill-conceived action he or his elected colleagues might inadvertently set in motion, so aware of the unifying symbolism of the position, overcoming and embracing all political opinions, however passionately held, that he will humbly accept his own position as chief government civil servant, and leave for the Governor-General the high seat at the table, the pomp and ceremony, and the focal point of national unity.

THE NEW TIMES SURVEY

MONTHLY (AUD $25 per year)

ON TARGET

WEEKLY (AUD $40 per year)

Hard-hitting news and commentary on national and international events. Behind-the-news information untouched by the global media monopoly.

Two powerful publications read worldwide for over 50 years. Providing a factual and historic insight into local and world events as well as matters of politics, finance, religion, philosphy, health and environment.

SUBSCRIBE TODAY!

Published by The Australian League of Rights
GPO Box 1052, Melbourne, Vic. 3001
Telephone 03 9650 9749 Fax 03 9650 9368
www.alor.org/

THE SWAN BELLS

OLD HERITAGE AND NEW ICON

SINCE Christmas 2000, Western Australia s Millennium project, the Swan Bell tower has nestled on the banks of the river in central Perth. The tower contains 18 bells hnng for English style change ringing and twelve of them were cast nearly 280 years ago. The story of how the bells were rescued from the melting pot and brought to Australia is a fascinating sequel to the long history of the church of St Martin-in-the-Fields, Trafalgar Square, London.

St Martin-in-the-Fields was originally a chapel, dedicated to St Martin of Tours, built to serve monks returning from Convent (now Covent) Gardens where they tended their crops. The date of establishment is not known but it is recorded as being in existence in 1222, in the parish of St Margaret s, Westminster. It was made a separate parish by letters patent of Henry VIII in 1542, by which time it possessed a tower, in which there were apparently hung three bells and a sanctus bell, called a 'mass bell inside the church. The evidence for this is to be found in the Churchwardens accounts, which still exist from 1525.

These accounts contain numerous references to the bells, which were recast and hung in a new frame in 1537. In 1544 the old church was pulled down and replaced by a larger one, with a low square tower, in which the bells were rehung. At the same time, they were increased to four, a new treble being given by a parishioner, Mr Carden. It was cast by a hitherto unidentified founder in Houndsditch, just outside the City of London.

Some years later the tenor was recast and shortly after this, the bells were rung to celebrate the victory of the Spanish fleet *"at the overthrow of the Turk"*, i.e. at the battle of Lepanto. The tenor had to be recast again in 1581; this time the founder was Hugh Walker, but the bell he cast was unsatisfactory, and was promptly sent back for him to try again. The bell he eventually cast apparently weighed about 10 cwt.

All the bells were recast in 1584. The subscribers to this work included Sir Thomas Bromley, who was Lord Chancellor of England, the Earl of Rutland and Sir Francis Knowles. This time the founder was Robert Mot of Whitechapel, who seems to have been as unfortunate in his work here as his predecessors, for in May 1586 the treble bell had to be recast. For this the Vestry went back to Walker, who at the same time cast a new bell to increase the ring to five. These bells were rung in February 1587 *"after the execution of the Queene of Scottes"*. They were also rung to celebrate the defeat of the Spanish Armada in 1588, and there is a tradition that St Martin s bells are the first to ring for a Naval Victory, as the Admiralty is in the parish. The tenor was recast in 1592 and the treble and fourth in 1593; the founder chosen this time was Laurence Wright of Houndsditch.

The tower was rebuilt in 1663 and the ring of five bells transferred to the new tower, on the top of which was the famous weathervane in the form of a ship, marking the traditional connection between the church and the Admiralty.

The Churchwardens accounts mentioned above, record frequent payments to the ringers for ringing the bells when Royalty was passing the church, as very often happened in those days. The first such was in 1538: *"Itm. Pd to the Ryngers that Rang against the kyngs coming by, iiij d"* At the death of Henry VIII there was *"payde to the Ryngers and holders of the Torches when our late Soveraygn Lorde King Henry theyghth went to buryall, ij s."* In 1554, the bells were rung *"when the kynge and Quene cam to London"* . The *"kynge"* referred to was Philip of Spain, who married Queen Mary in July of that year. Four years later, the ringers were paid *"for Ryngynge at the knyll of Quene Marye"*, and soon afterwards *"at the Commynge in of the Queene"*. During Queen Elizabeth s reign, there were frequent payments to the ringers when she passed St Martin s on one of her numerous journeys, and later there are regular payments for ringing on the anniversary of the Queen s accession – November 17th.

A NEW BUILDING

By the beginning of the 18th century, it was clear that the church was no longer adequate to accommodate the increased congregation resulting from the upsurge in the population of the parish. So in about 1720, during the reign of George I, who was a Churchwarden of St Martins, an Act of Parliament was passed to permit the rebuilding of the church. The architect James Gibs was employed for the job, and the result was the present fine building. A rate was levied on the parish but donations also flowed in very freely, so that no expense needed to be spared. The foundation stone was laid on March 19th 1722.

On November 3rd 1724 the Vestry ordered eight new bells to be hung in place of the old six, as they then were. On November 28th. *The Norwich Gazette* reported: *"we hear that His Royal Highness the Prince of Wales has signified his Intention to present a Ring of Ten Bells to the new Church of St Martin in the Fields."* This offer was evidently gratefully accepted by the Vestry, who on December 8th *"Ordered that 2 bells be added to the number agreed on the 3rd November last."* The steeple was finished on December 14th, *"when the Vane, and other Ornaments of Copper gilt, were put upon it. The Steeple is 215 Foot high, being a most beautiful Design, and an exquisite Piece of Workmanship.... Mr Abraham Rudhall of Gloucestershire, Bell Founder, has agreed with the Parish for casting a Peal of ten Bells, the Tenor of which, is to weigh 3,000 lb. The Design was to have had 12 Bells, but the Tower being taken in 6 inches of a Side, has render d it incapable of holding so*

many." (*St James Evening Post* Tuesday 15th December 1724.)

Abraham Rudhall, the famous Gloucester bell-founder (successor to his father, also Abraham,) had already proved in London what a good founder he was with his ring of twelve at St Brides, Fleet Street. He set to work at once on the new ten bells for St Martins; eight of the present bells and the sanctus bell bear the date 1725, but we must remember that in those days the new Calendar Year did not start until March 26th. The tenor, dated 1726, was obviously the last bell of the ten cast. In 1726 it was decided, in spite of difficulties mentioned above in the *St James Evening Post* report, to increase the number to twelve, perhaps because, as reported in the same journal on Tuesday 26th July 1726, *"Last Week his Grace the Duke of Somerset gave 100 Guineas towards the new Set of Bells at St Martins-in-the-Fields."*

The delay in providing these two new bells has led some writers to speculate that Abraham Rudhall had some difficulty in casting them as to blend in with the rest, and perhaps had to try more than once. At all events, when the new church was consecrated by the Bishop of London on October 26th 1726, there were only ten bells in the tower.

In those days, ringers used not to wait for the consecration before ringing the bells, and the first piece of ringing on them that is recorded was on October 10th: *"Yesterday a Sett of Ringers called the College Youths, began to ring a Peal of 5,000 and odd Changes, on St Martin s Bells: When they had rang 3 Hours incessantly, one of the Bell Ropes broke, to the great Disappointment of the Gentlemen, and a numerous Audience in the Street, for one Hour more would have completed their Purpose."* (*St James Evening Post* Tues 11th October.)

The peal records of the Society of College Youths show that they were successful the following Monday, October 17th, when they rang 5076 Grandsire Caters, the first peal on the bells. The next record of ringing at St Martins is what was termed "a Ringing-Match" between the Society of College Youths and the Society of London Scholars in March 1728, when the new trebles had been installed. Both these Societies were old established companies of London ringers, who included in their membership many men of what we should now term the upper and upper-middle classes, so it is probable that no prize-money was involved. The London Scholars rang a peal of 6,000 Grandsire Cinques on Thursday March 14th, and the next day the College Youths beat this with a peal of 6,314 changes, also of Grandsire Cinques, which was the longest 12-bell peal that had been rung up to that time. According to the *St James Evening Post* of March 16th, in which this "Ringing-Match" is reported, the College Youths peal took 5¼ hours to ring, *"and was allowed to be the finest Performance yet known of that Nature."* The London Scholars paid for a handsome plaque to be erected, on which is painted a record of their performance and the names of the ringers. This board is now in the crypt of St Martins.

For both these peals, it was necessary to have two men to ring the largest bell (the Tenor). The bell was evidently "going

badly", so it is not surprising to read in *The Daily Post-Boy* of Friday October 18th 1728: *"On Friday Night last, as they were ringing the Bells at St Martin-in-the-Fields, one of the Gudgins of the Tenor broke, but the Bell fell no farther than the Floor; however it frightened all the Ringers so that they threw up their Bells, and run to the Sides of the Steeple."*

Concerning St Martin s bells and their ringers, one of those legends so beloved of Londoners had grown up in the 18th century. According to this legend, Nell Gwynn, the famous actress who became mistress of King Charles II and later Duchess of St Albans, had left in her will a sum of money *"on condition that on every Thursday evening (the bells of St Martin s), for which they were to have a roasted shoulder of mutton and ten shillings for beer."* Unfortunately, there was no such provision in the will!

In the late 1920s – the early days of radio broadcasting – the bells of St Martin-in-the-Fields were frequently featured for a minute or two before the start of Sunday evening broadcast services from the church. On these occasions however, the bells were usually attached to a chiming apparatus. The bells were rehung and were to have been retuned in the same decade but due to the lack of funds this was never completed.

In 1986, the bellringers at St Martin s were unhappy with the bells which badly needed rehanging and refurbishing. At the time, there were many redundant sets of bells being taken from redundant churches. The church authorities understood St Martins bells to be worn out and worth only scrap value and should be melted down because they were out of tune and too heavy for the tower.

In 1987 Perth businessman Mr Laith Reynolds was able to persuade the Cities of London and Westminster to gift the old bells to the University of Western Australia. In exchange copper and tin donated by several mining companies was used to cast new bells for St Martins. The old bells were retuned, refurbished and another 5 bells added. The assistance of the mining companies is marked by the inscriptions on the new bells.

Reynolds had raised over $500,000 in London to refurbish the bells which had been donated to WA on the understanding they would be hung in a suitable tower. The bells arrived in Perth in 1988 and became a source of embarrassment as they were placed in storage because of a financial crisis. Over 10 years later, the project was identified as a major tourist drawcard because of the exciting visual impact of swinging bells, which are normally hidden in bell towers with little or no public access.

The new tower was officially opened in December 2000 and the bells can be heard at midday every day of the year except Good Friday and Christmas Day when ringing is demonstrated by a campanologist. On Wednesdays, Thursdays, Saturdays and Sundays the bells are rung 'full-circle with a ringer on each bell to 'methods (ever changing patterns - not tunes). Known as change-ringing, it is practised in the UK in over 5,500 church towers and in over 50 towers in North America and 50 towers in Australia & New Zealand. There are also similar towers in Southern Africa, but this is the first tower in the world where the ringers (up to 16 will be required to ring together) and the bells can be observed by visitors.

The bells are rung by members of the Australian & New Zealand Association of Bellringers Inc. (ANZAB) who also ring at six other belltowers in Perth.

ORANGES AND LEMONS

The old nursery rhyme *'Oranges & Lemons* probably existed for several hundred years before 1666 when many of the churches referred to were destroyed during the Great Fire of London. Whilst the reference may be to St Martin-in-the-Fields it may also have referred to several other churches which were also dedicated to St Martin and were burnt down.

ORANGES AND LEMONS

Oranges and lemons
say the bells of St Clement s.

Pancakes and fritters
say the bells of St Peter s.

Two sticks and an apple
say the bells of Whitechapel.

Kettles and pans
say the bells of St Anne s.

Old Father Baldpate
say the slow bells of Aldgate.

Pokers and tongs
say the bells of St John s.

Brickbats and tiles
say the bells of St Giles.

You owe me five farthings
say the bells of St Martin s.

When will you pay me?
says the bells of Old Bailey.

When I grow rich
say the bells of Shoreditch.

When will that be?
say the bells of Stepney.

I m sure I don t know
says the great bell of Bow.

Here comes a candle
to light you to bed.

Here comes a chopper
to chop off your head!

[This article submitted by David Knewstub and is based on notes about St Martin-in-the-Fields by Wm T Cook, former Hon Librarian of both the Central Council of Church Bell Ringers and the Ancient Society of College Youths in the U.K. The engraving of St Martin's church was supplied by Chris Pickford.]

THE WEIGHTS OF THE BELLS

Bell No	Date cast	Founder	Net weight of Bells		Note
			(cwt)	(kg)	
Treble	1998	Whitechapel	4-3-0	241	D#
2	1988	Whitechapel	4-2-21	238	C#
3	1988	Whitechapel	5-0-20	263	B#
3b	1988	Whitechapel	5-0-15	261	B
4	1988	Whitechapel	5-0-0	254	A#
5	1758	Abel Rudhall	5-1-27	279	G#
6	1770	Thomas Rudhall	5-0-20	263	F#
7	1758	Abel Rudhall	5-2-10	284	E#
8	1725	Abraham Rudhall I	5-3-17	300	D#
9	1725	Abraham Rudhall I	7-1-3	370	C#
10	1725	Abraham Rudhall I	7-2-19	390	B#
10b	1988	Whitechapel	8-3-19	453	B
11	1725	Abraham Rudhall I	9-2-8	486	A#
12	1725	Abraham Rudhall I	11-2-11	589	G#
13	1725	Abraham Rudhall I	14-1-8	728	F#
14	1725	Abraham Rudhall I	16-1-11	831	E#
15	1726	Abraham Rudhall I	21-1-19	1,088	D#
Tenor	1726	Abraham Rudhall I	29-0-14	1,480	C#

Total weight: 8t 13cwt 0qrs 18lbs or 8,797 kgs

THE INSCRIPTIONS ON THE BELLS

Treble	This bell marks the second millennium and was cast for the Western Australian State Government. Honourable Richard Court MLA. Premier 1997
2	This bell marks the 75th anniversary of the foundation of the University of Western Australia 1923 - 1988. ANZAB thanks the Lord Mayor, Councillor Kevin Gardner BDS and Citizens of Westminster for assistance in this project.
3	This bell was a gift to mark the Australian Bicentennial 1988 from the Corporation of the City of London
3B	This bell was given by the Tioxide Group PLC to mark the Australian Bicentennial 1988.
4	The metal for these 5 additional bells and the 13 new bells at St Martin-in-the-Fields, Westminster was a gift from Renison Goldfields Consolidated Ltd to mark the Australian Bicentennial 1988. Hon Ron Davies Agent General for Western Australia Laith Reynolds V.P. A.N.Z.A.B.
5	Recast by A R 1758
6	M:Hart & W:Chapman Church Wardens 1770: T R:
7	Recast by A R 1758
8	And in Earth Peace 1725
9	Good Will Towards Men 1725
10	ABR:RVDHALL of Glovcester cast VS ALL 1725
10B	This bell was given by Hanson Trust to mark the Australian Bicentennial 1988
11	Prosperity to the Church of England 1725
12	Peace and Good Neighbourhood 1725
13	Prosperity to the Parish of Snt Martins 1725
14	Fear God Honour the King 1725
15	John Walker & John Sawcer Churchwardens 1725
Tenor	Zachariah Pearce D:D Vicar 1726 Walter Turner & WM:House Churchwardens

CHARLES YELVERTON O'CONNOR

11/1/1843 - 10/3/1902

Written by P.W. Davis, Mayor, City of Pt. Lincoln, South Australia, based upon the book C.Y. O'CONNOR, THE CHIEF, written by Merab Tauman.

This small tribute to one of Australia's genuine heroes comes from a belief that we should not forget those who built our Nation ... that their feats should be recognized and applauded when one considers our present era.

Our present leaders' skills lie in the sell off, lease-out and tear-up of that which our forebears delivered. This article is written in the hope that it may stir our youth to remember their pioneers. May our youth forgive us our leaders' sins, and may our youth reclaim the magnificent inheritance delivered by people like CHARLES YELVERTON O'CONNOR.

"THE CHIEF"

C.Y. O CONNOR was born in Ireland, the child of "landed gentry," during one of Ireland s periodic potato famines. His parents sold their farm and home to provide food and succour for the starving families surrounding them... C.Y. was born of compassionate, caring people; a trait he inherited and for which those who worked for and with him in his later life generated most loyal and devoted service no matter where he travelled, nor how demanding their work.

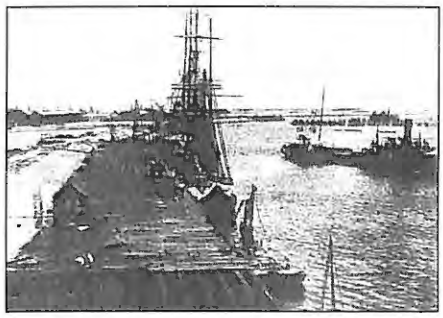
He began his formal education and experience in Dublin training to be a surveyor, together with associated accounting and mathematical skills. He could see the limitations of his home country, which, with stories of opportunities in New Zealand, convinced him to migrate at the age of 21 years in 1864.

Initially working on the North Island he soon moved to the South Island where one of his first tasks was the survey and construction of a road over the Southern Alps to the Hokitika gold fields. He faced major engineering problems.... very steep terrain, little mechanical assistance or skilled labour, annual rainfall of 120 inches, [or some 3 metres], in a cold, inhospitable environment.

But his reputation for determination, capacity to work long hours in debilitating conditions and overcome engineering difficulties ensured his superiors were watching him.... In 1870 he was appointed engineer for the Westland Province with responsibility to deliver a permanent harbour at Westport on the stormy west coast facing the Tasman Sea. [C.Y was now aged 27 years.] Effectively, his engineering skills opened up the Westland district to gold mining, and he developed the Ports of Greymouth and Westport by protecting their exposed westerly aspect with massive breakwaters. Much infrastructure round Christchurch was due to his design and engineering. Over the next ten years his reputation grew as he designed and delivered rail lines, roads, bridges, ports and general infrastructure for New Zealand.

By 1883 he had risen to the position of Under Secretary for Public Works for New Zealand. The New Zealand economy slowed severely in the late 1880s and 1890, due to similar causes as Australias experience... Droughts, a real estate slump and various banking failures resulted in much economic hardship. This, coupled with some disappointments with his own expected promotions decided C.Y. to consider the future of his family and himself.

He had married a Scottish lass, Susan Letitia Ness, in 1873. Together they raised seven children, four girls and three boys whilst in New Zealand. Throughout his life he and his family enjoyed happy, harmonious times. Whilst he worked long hours, and many times was away from home supervising projects he always cared for his large family. He was renowned for his horse riding skills and, particularly upon arrival at Fremantle where he and his family settled, rode daily for pleasure and to inspect his various projects. Generally, he would spend Mondays within his office at his home preparing projects; night times he and his eldest daughter, Aileen, would work long hours writing up his reports. He and his family were known as generous, happy hosts to the many people who visited his family home.



FREMANTLE HARBOUR 1897
Showing ships at South (Victoria) Quay, construction of the timber wharf in the roadstead and at the Long Jetty. In the foreground, the suction dredge Premier, at the river mouth, part of the bar, the platform from which blasting operations were conducted, and a bucket dredge.

Early in 1891 he received a letter from Mr. John Forrest, Premier of Western Australia. The letter encouraged him to re-settle with his family for a period of five years with a salary of £1,000 annually.

Meanwhile, he was disappointed to be offered a salary of some £750 from the N.Z. Government to accept the role of Marine Engineer for New Zealand. He felt disillusioned and frustrated. He wrote in some private notes that, "I am in the position of a fifth wheel of a coach and better out of it." Thus, following further correspondence with Mr. Forrest, on the 21st April 1891, C.Y. accepted an offer of £1,200 per annum for the position of Engineer in Chief of Western Australia.

His 25 years work in New Zealand, [excluding one weeks leave taken!!!] should have resulted in him being paid a retiring allowance of some £1,500; but he was granted less than one third of this sum. He felt bewildered and disappointed with the N.Z. Government.

IT IS SALUTARY TO OBSERVE THAT HAD NEW ZEALAND SHOWN SOME APPRECIATION FOR THIS REMARKABLE MAN BY SIMPLY PAYING HIM HIS DUE REWARD, NEW ZEALAND WOULD HAVE ENJOYED THE FRUITS OF HIS REMARKABLE SKILLS FOR MANY MORE YEARS, RATHER THAN AUSTRALIA.

New Zealands loss was Western Australias gain ...correction ...Jackpot!

In the early 1890s Western Australia was a colossal laudmass with huge distances, no infrastructure, little labour or engineering skills to deliver the needed roads, bridges, ports, rail lines and buildings of a fledgling State.

But W.A. did possess Mr. John Forrest, and his brother, Alexander. Whilst it is true today that the Forrests are not well

recognized for their contribution to W.A., theirs is a somewhat better known story than our C.Y.

Sir John Forrest was the political power who negotiated the rail infrastructure, the Goldfields pipeline, the Port of Fremantle and helped deliver the Transcontinental rail line for Western Australians... It was Sir John who repeatedly stood behind his engineer, and he had the courage to back politically the visions of C.Y. that produced his engineering marvels. Certainly, the two men did not always agree, but repeatedly, it was the political clout of Sir John Forrest that supported the practical visions of C.Y O Connor.

Thus, in June 1891 C.Y. arrived to carry out the will of the first W.A. Parliament led by Mr. Forrest. It is an interesting aside to note that Mr. Forrest s first cabinet consisted of only 5 men, himself included. The general instructions from Mr. Forrest stated he was to develop, *"Railways, harbours, everything."* Thus C.Y was truly taking a plunge into the great unknown!

At this time, 1891, W.A. possessed some 190 miles of Government owned rail track and some 400 miles of private track. And, needless to say, [like their eastern counterparts] of differing track widths. The Government owned rail track was losing approximately £40,000 annually. The track was poorly laid, with steep grades and underpowered locos.

One of C.Y s first recommendations was for the Government owned railway workshops, then located at Fremantle, to be re-established inland some 20 odd miles over the Darling Ranges in conjunction with the private rail workshops... Twelve years later the Midland Junction Rail Workshops were established.

But the first and overriding challenge of the Government was to deliver an all weather seaport that could quickly service the capital, Perth, with inbound mail and cargo. At that time, Perth had to be serviced from Albany, some 250 miles away to the southeast and connected with Perth by a slow, privately owned rail line.

As a visit to Albany today will show, the city is sited within a magnificent protected bay... King George Sound, as Matthew Flinders named the Port. The shoulder of land to the west protects Albany from the huge westerly swells and seas rolling across the Indian Ocean and past the entrance to pile up upon the Great Australian Bight. Within the sound there is a constant small surge to remind one of the power outside the entrance, but within there is sanctuary for all vessels in any weather. Nearby, there are fertile, healthy farmlands and the magnificent stands of Jarrah and Karri forests with which to build infrastructure not far away. Thus, not surprisingly, Albany served as W.A s major port for some 50 years.

But Premier Forrest desired C.Y. to investigate the hazards of Fremantle despite the obvious costs involved in overcoming it s exposed and dangerously shallow nature. The challenge was staggering. Fremantle faces roughly due west, with little protection afforded by offshore islands to the same swells and seas that roll past Albany. At Fremantle, despite Rottenest Island protection, the Indian Ocean collides with Australia. There were various navigation hazards within the manoeuvring area, particularly for sailing vessels that needed much sea room to change their heading. When C.Y. arrived there did exist a jetty extending in a south westerly direction some 3,800 feet from Arthur Head, the southern headland, but the low water depth alongside was a mere 12 feet. The dangers to shipping lying alongside ranged from being stranded and damaged, to facing severe gales at anchor with the risk of dragging onto the lee shore.

Windjammers at South Quay 1896

Particularly due to the shallow, rocky entrance of the Swan River and given the very dangerous North Westerly seas, Fremantle seemed an impossible major seaport. Thus, Albany continued the main port for shipping, though some 250 miles distant from Perth.

However, C.Y. began a detailed investigation, leading to design and construction plans centred on dredging out the stony mouth of the Swan to a depth of 36 feet together with major breakwaters that would provide a deep-water port within the shelter of the Swan River. His time spent planning and building seaports on the west coast of New Zealand proved invaluable.

The planning took some 7 months to complete. Delays imposed by political bickering within Parliament, differing engineering opinions, and defence of his costings all consumed his time.

However, on the 16th November, 1892 work commenced on the construction of the northern breakwater, or mole, from Rous Head with a major public ceremony to mark the occasion.

The remarks of the Premier, now Sir John Forrest, at the ceremony are worth repeating: "Last year I was not in favour of C.Y. O Connor s plan because I thought then it would cost too much money and there was too much risk connected with it. But the Engineer in Chief has stuck to his scheme, he urged it with all his power, and Parliament decided we should have the works as he planned them. In this action of the engineer you see the character of the man; he was not afraid to take responsibility of this great work. I believe that in him we have an able and energetic, a brave and a self reliant man, and I only hope in this great work he has undertaken that he will be successful."

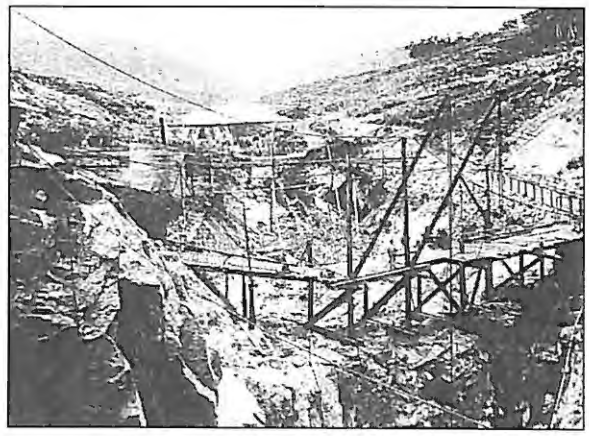
O Connor s plan envisaged an initial expenditure over five years of some £560,000 with the second stage costing another £240,000. He believed that the completed second stage would provide safe haven for the world s largest vessels.

Some idea of the magnitude of the project can be gained by the dimensions of the longer, northern mole off Rous Head. It was to project seawards initially for some 3000 feet with an additional 500 feet to be added as the Port developed. The completed, settled width of the breakwater deck was to be 30 feet wide and the stones would weigh on average, between 12 to 20 tons. Initially, the constructed breakwater deck width was some 50 feet wide but the actions of storms [and his own calculations] indicated the settled deck width would be of the order of 30 feet. And so it eventually proved to be.

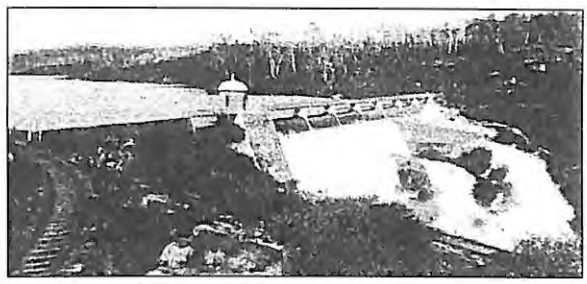
In 1894 work commenced to construct the Southern Mole with limestone quarried from Arthur Head. Within two years the southern mole was completed and the previous headland had become a levelled site suitable for handling the ever increasing flow of cargo arriving from overseas. A railway bridge was constructed across the Swan River. A quarry at Darlington was constructed.....

Inbound cargo moved north to Perth during daylight with the quarried granite rock cladding being moved through the nights to protect the limestone breakwaters.

So, for the next few years the two great projects of breakwater construction and deepening of the mouth of the Swan River progressed. Limestone was quarried from Rocky Bay, wharves were built, cargo sheds constructed and slowly the Port took shape. By 1895 the first stage of the northern mole was complete and the mouth of the Swan had been enlarged to some 200 feet wide and 30 feet deep.



SITE OF THE HELENA RIVER DAM
View looking east, showing temporary weir and, foreground, deep excavations for the foundations.



MUNDARING WEIR (HELENA DAM) OVERFLOWING
Probably photographed on the first occasion, September 1903.

Perhaps a sign of things to come occurred in May 1897 when the first large vessel, the S.S. "Sultan", of some 1,270 tons, sailed up the Swan River and berthed alongside the newly constructed wharves. On 8th October, the first English steam freighter of some 5,500 tons arrived. She was some 400 feet in length. Two years later, "Barbarossa", of some 10,800 tons arrived safely, swung in the basin and tied up alongside C.Y s wharves to discharge cargo into the sheds he envisaged some eight years earlier.

And so the work at Fremantle continued...deepening and widening the entrance, strengthening the two moles, building more wharfage to a total length of nearly 6,000 feet, sheds for cargo, maintenance of the railway, and dredging plant repairs... Some 20 years later the battleship, H.M.S. HOOD arrived, was turned within the swinging basin and tied up. She weighed some 42,000 tons and was then the largest ship afloat... C.Y.s Fremantle Harbour had delivered all he promised, but sadly, he was long departed.

But other issues demanded the attention of Government and it s senior engineer through this period of 1891-96. Gold had been discovered in a region known as "the Yilgarn," amongst other fields in the late 1880s. Prospectors were swarming into W.A. hoping for instant wealth. They arrived at Fremantle and Albany all determined to reach the goldfields opening up all over the West. Today, the town of Southern Cross is about the centre of this, then, particular "golden region" of W.A.

Gold was discovered 110 miles further east at Coolgardie in 1892. Not long after Paddy Hannan found his gold near what is today Kalgoorlie... Conditions were appallingly primitive. Neither transport nor water sustained prospectors on their trek to the goldfields with nothing to greet them when they arrived. Just bone dry dust in extreme temperatures and water being sold at 5 shillings a gallon along the way.

So, Sir John Forrest determined that a priority should be to establish rail transport out to "the Yilgarn". Much political debate delayed any progress. From the time of his arrival in Fremantle in 1891, C.Y. had indicated many improvements needed in existing rail transport before any further expansion should be considered. But political and private financial bickering delayed his improvements to the existing 190 miles of Government track and rolling stock. He tried desperately to have a major Government maintenance depot established near Midland Junction, then servicing some of the southern, privately owned track that terminated at Albany and the Jarrah forests. But Government and private interests demanded the Fremantle yard remain the maintenance centre despite its obvious limitations.

The lightweight Government owned rail track from Perth and Fremantle out over the Darling Ranges was upgraded to 60 pounds weight. Reduced gradients, better maintenance facilities at Fremantle and more powerful locos pulled longer, more profitable, heavier loads. Slowly, the £40,000 annual operating loss turned to surpluses on this 190-mile line as improvements designed by C.Y. s team generated efficiencies.

Political progress was desperately slow but a decision was made to build track out to Southern Cross... but no decision was made to provide the needed money. By late 1891 the railhead was some 80 miles west of the Yilgarn. 1892 turned into 1893. Camels were carting the increasing loads of freight demanded out east on the new goldfields. Water was desperately scarce, significantly increasing the operating cost of railways as carriages were converted to carry water for the steam engines. Finally, Parliament voted the needed £110,000 to satisfactorily complete the rail line out to Southern Cross in late January 1893.

But precious water was critical to steam engines as well as humanity. Extreme summer temperatures effectively stopped rail transport due to water shortages for steam production.

Nothing could progress without water... Thus, C.Y. s surveyors spent time surveying potential catchment sites along the rail track that would store water for steam engines as well as the needed public supply along the line to the Yilgarn.

An interesting observation from one of C.Y.s trusted surveyors, [Mr. W.H. Shields] with skills in reservoir design and construction is worth noting, ... "When the construction of the Yilgarn Line began the last supply of water for engine purposes was obtained from the Burralong Pool, a waterhole in the Avon River two miles from Northam [the Avon, like many Australian rivers, only flows during winter months, and some years not even then] leaving a length of some 400 miles of railway extending into a streamless and practically unknown country to be provided for."

Decisions were made to build large tanks at Cunderdin, Kellerberrin, Merredin and Parkers Road. These storages totalling some 25 million gallons were completed by June 1894, using teams of camels.... Camels consume less than one third of the daily water intake of a bullock...Bulldozers and tractors were still some 25 years away. All the dams held water; and enabled heavier loads of rail cargo to be hauled; again on more reliable, more frequent schedules.

By late 1895 the rail line had reached Southern Cross, the centre of "the Yilgarn." But the successful gold mining efforts further east at Coolgardie and Kalgoorlie resulted in demands for the railhead to continue eastwards. By now there was serious shortage of rolling stock to service the increasing rail infrastructure

of W.A. C.Y. drew up rolling stock lists that showed a necessity for some £625,000 to meet the new demands. Parliament objected to this massive borrowing for rolling stock. But cargo was piling up at the developing Port of Fremantle.

By February 1896, the "West Australian" newspaper reported that between 15,000 to 20,000 tons of inbound cargo was stranded upon the wharves of Fremantle. The paper commented, ".... the rush of cargo will, it is fair to estimate, continue at a rate of between six thousand to seven thousand tons a week." Grudgingly, Parliament voted a reduced borrowing of 400,000 pounds for new wagons and locomotives. Huge tonnages of cargo were arriving at the now secure harbour of Fremantle... even though it was far from completion, and the rail system was the only method of moving cargo off the wharves

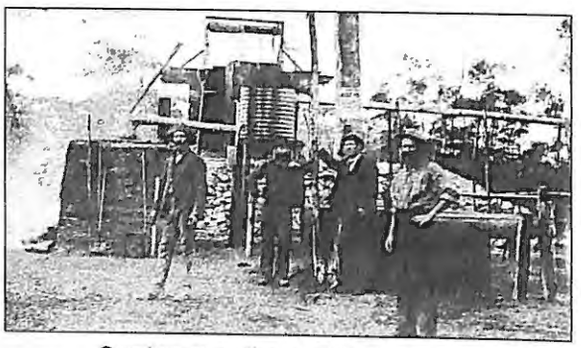
Severely dry years resulted in the four new water tanks at Cunderdin, Kellerberrin, Merredin and Parkers Road all running dry by late 1895. A new crisis had to be confronted. Investigations showed that to run the rail line and supply the rail towns out to the Yilgarn a supply of some 200,000 gallons DAILY was needed.... 1,500,000 gallons weekly....!

C.Y. requested his trusted Mr. Shields to prepare a scheme to keep the rail line functional through the hot summers... Another six large earth tanks were constructed.... In 1898 a huge catchment from a granite rock face leading to a large dam near Karalee, some 30 miles from Southern Cross, resulted in another 12 million gallons storage. But still tanks ran dry, rail haulage slowed. More tanks were built, some duplicated, condensers were constructed and fired from locally cut timber. Put mildly, water shortage was at constant crisis point.... And there was the gold boom exploding a further 110 miles eastwards at Coolgardie and Kalgoorlie not being addressed. **It is not possible for us today to contemplate their predicament.... A ration of less than 5 litres a day per person costing about $6 per litre in our terms.**

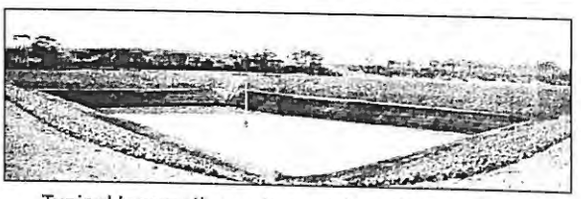
But back on the coast at Fremantle, the railway repair and maintenance sheds could not keep pace with rolling stock maintenance. Parliament bickered over C.Y.s suggested improvement of moving out to Midland Junction. Nothing constructive happened until June 1896, five years after C.Y.s initial recommendations for Midland Junction were refused. More political and financial haggling continued but at least the pollies were talking.... Talking, but not delivering!

C.Y. felt the increasing load of his responsibilities over the entire range of State engineering needs. Political pressures were rising to supply Coolgardie with water...Fremantle Harbour construction continued.... railway construction demands.... Water for locomotives... Water for people, water for mining, water for farming... Other construction necessities of State... All consumed his mind.

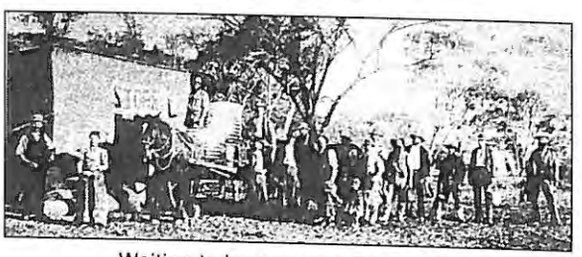
But Parliament did finally agree to relocate the rail workshops to Midland Junction. Sir John Forrest asked of C.Y. that he prepare a capital-borrowing list to service W.A. for the immediate three-year future of Western Australia s railway system. The amount calculated was £1 million, including some £80,000 for Midland Junction. Parliament pondered...



Condenser on the track to Esperance.



Typical locomotive water supply tank, Boorabbin. Capacity 5,000,000 gallons.



Waiting to buy water at Dunnsville

Whilst the Perth to Geraldton line was privately owned, W.A. now possessed a practical, functional and expanding rail network despite the lack of good, well-located workshops at Midland Junction. As well as the Yilgarn line, "the Chief" had overseen construction of the Geraldton line out to Mullewa and planning out to Cue. But again, C.Y. was not to see his much needed machinery work shops...

[It was not until 1904 that some 400 workmen relocated from the Fremantle rail workshops out to Midland Junction. In January 1906 another 600 men were relocated to the new maintenance depot. By then some 1,500 miles of Government and private track existed together with some 5700 freight wagons and 300 locomotives. In November 1905, the new Railways Engineer in Chief, Mr. James Thompson, reported to Parliament that Midland Junction was fully operational at a total construction cost of some £474,000. In effect, it had taken some 14 years for the railway maintenance concept of C.Y. O Connor to be delivered. And he, poor soul, was four years departed.]

But the developing Coolgardie and Kalgoorlie gold fields were clamouring for water and railways. Various schemes to provide water were tried. Deep bore drilling down to 3,000 feet produced very poor supplies of highly saline water. Sparse timber was burnt to fuel condensers that produced water being sold at 5 shillings a gallon. And contributed to today s sparse vegetation!

Camels were the only heavy transport system...Or you pushed your wheelbarrow..... Typhus had broken out on the gold fields. Men, [women were a rarity] were virtually perishing. Such was their predicament that the President of the Chamber of Mines wrote to Premier Sir John Forrest that... "Miners at Kalgoorlie are already reduced to half a gallon of water daily and this is only the beginning of summer. Coolgardie will within a month be in still greater straits. I cannot too earnestly urge upon you the necessity of immediate action unless the government wish to be accused of criminal neglect."

Thus the summer of 1895... Out east on the goldfields public annoyance increased at the lack of any practical action. What were the bloody Politicians doing back in Perth??? By 1896 there were over 4,000 people living at Coolgardie in most difficult conditions. Typhus was not uncommon. Summer temperatures were an average 40degrees Centigrade daily.

Water was selling for the same price as whisky.

Could water be pumped to Coolgardie? Where would the water come from? Where would it be trapped and stored? Had the rail line arrived at Coolgardie yet? Fremantle harbour? Where is there secure, reliable water? ..... C.Y. turned his inquiring mind to the Darling Ranges... What could be done with some of those rivers and ranges?

His engineers began studying options involving damming water in the Darling Ranges and pumping it eastwards....

All told some 31 separate projects were studied... whittled down to three projects in different valleys. Water for people, water for mining, water for farms, water for railway engines, railways for freight, rail lines for development ...an endless equation in an enormous land. How many millions of gallons should be delivered daily to Coolgardie? And Fremantle Harbour demanded his continuing attention ....He endured a doubting, critical and abusive Parliament and public. The stresses were beginning to tell....

In 1897 C.Y. travelled to England for a break and to conduct specific engineering discussions with his peers, the world's leading mechanical engineers, concerning his Coolgardie Water Supply Scheme. He had settled on an enormous dam in the Darling Ranges [where annual rainfall is some 36 inches]...the dam would supply water that would be pumped up 1,200 feet over the Darling Ranges escarpment and 350 miles eastwards to the Eastern goldfields.

Did his English mentors feel his plans practical? Did sufficient pumping power exist? 1 million gallons daily? 5 million gallons daily? Or, perhaps 10 million gallons daily? Which option would provide the most economic, yet practical solution? Would current pipeline construction bear the water pressures? Were his financial estimates achievable?... If his concept could be delivered, it would be an engineering marvel. Their collected opinion was that 5 million gallons daily looked most practical, achievable. The Commission of Engineers endorsed his engineering plans without serious alteration and agreed with his costings.

On July 23rd, 1897 the Prince of Wales, acting on behalf of Queen Victoria invested him with the insignia of the order of Companion of St. Michael and St. George; principally in recognition of his outstanding Fremantle Harbour construction project. He truly deserved this recognition for his outstanding engineering skills.

But back home he suffered increasing public ridicule and vitriolic spite for his visionary plans concerning water storage and pumping to Coolgardie and Kalgoorlie. "Pump water up 1200 feet and out over the plains for 350 miles??? 5,000,000 gallons daily??? No wonder he was born in Ireland! And best he return there," were the spirit of the jibes he endured.

Upon his return to Perth, Parliament set to work, as did his critics... Back in September 1896, under the guidance of Sir John Forrest, Parliament had sanctioned the Chief's concept for the construction of a storage reservoir, the 350-mile pipeline, the requisite pumping stations and receiving tanks. Loan raisings in Great Britain of some £2,500,000 would be needed to construct the **Coolgardie Water Supply Scheme,** as C.Y.'s concept became known... Parliament endorsed the concept but baulked at the borrowings... The first loans were sought in Great Britain, but fell short...but a decision to begin construction was made despite the loan shortage...

It was a colossal project. The Helena River was selected as the best catchment system with a retaining wall to be built into two granite shoulders that came within 800 feet of one another on the river floor. Some 800 acres of scrub had to be cleared by hand, the river diverted, a rail line built down into the weir site to deliver materials. The workers needed shelter and feeding. The pumping station, associated pipeline and control valves had to be planned and built....

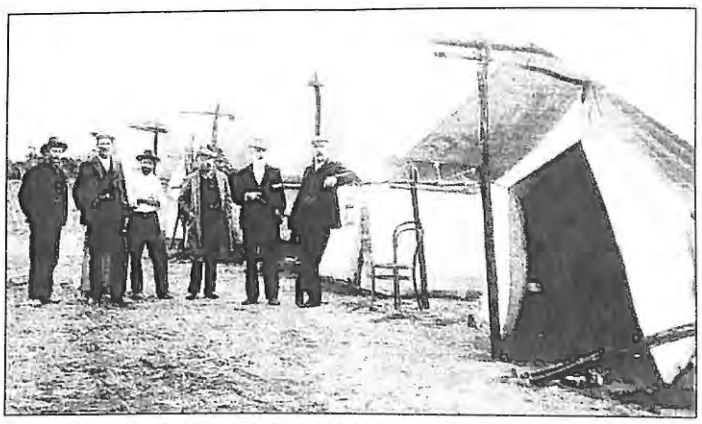
Excavations for the weir foundations began in April 1898 and continued for 18 months. A huge granite boulder was encountered. It proved to be some 12,000 cubic yards effectively "floating" in the watercourse. It had to be blasted away as the men dug down into what proved to be fractured and fissured granite. Down they dug some 90 feet into the streambed removing the fissured, shattered granite before solid bedrock was found. Cement was poured into remnant, fissured areas. It was Christmas, 1899 before C.Y. was sufficiently confident bedrock had been reached and the wall could be built. Can you imagine a foundation 90 feet deep? Dug by hand, 24 hours a day. Workers Comp? Long service leave? Sick leave? Stress leave? Danger Money? Yes, Sir,.... if you live 100 years later.

And so, during January 1900 began the non-stop pour of the massive, rising, concrete wall we know today as **MUNDARING WEIR.** 24 hours a day, seven days a week the concrete pour continued. 78,000 caskets of cement alone were used. [From photographs, I suspect a casket contained about 5, perhaps 6 bags of today's cement.] The work gangs lived on-site living in tents on the valley floor, working three shifts. The weir wall was completed in June 1902. For thirty months they poured concrete.... Behind the Mundaring Weir's 100-foot high wall some 4,655 million gallons would be stored....

[In 1951 the original height of C.Y.'s Mundaring Weir was raised another 32 feet, [which says something about his foundations!] Some years later a further addition to the wall was added. Today a mammoth 17,000 million gallons, three times his original vision, are impounded behind his wall. Certainly, his original wall has been lengthened, strengthened and elevated, but his is the solid foundation that delivers prosperity today.]

When one visits today's Mundaring Weir and sees the expanse of water, the trees, the roads, the homes, the shops, the sheer grandeur of the project, it is difficult to conceive the primitive conditions of those engineers and workmen who lived down on the valley floor, some 150 feet below the weir walkway we enjoy today. When my wife, Faye, and I walked across the top of the Weir last August, the sheer scale of the project daunted us. Sadly,

Laying pipes in the ranges between Mundaring and Bakers Hill. Note expander and trolley in pipe.



Typical camp (inland) for gangs of caulkers.

there was little water stored due to the serious drought. We could see, on the left, or northern, bank near the wall the little brick-landing platform for boats to tie up to in the very early days. We visited the pumping station and saw those massive pipes and pumping engine...how did those men some 100 years ago dream up this plan, let alone build it all? It is salutary too, to look eastwards up the watercourse and think of the associated pipeline taking water up, over the Darling Ranges and out over the plains to today s Goldfields 350 miles away. It is a humbling experience to visit Mundaring Weir and ask oneself how we might react today if confronted with C.Y.s problems and his solutions.

Pipeline technology was primitive though advancing. There was serious concern that if riveted pipe were used that leaking rivets alone would effectively consume most of the intended daily flow... C.Y. contacted a Mr. Mephan Ferguson who had designed and patented a new "locking bar" pipe system. A decision was made to use this new system.

Manufacturing sheds were built at Midland Junction where Mephan Ferguson and a licensee, G and C. Hoskins, Pty, Ltd. began making the new locking bar pipes in 30-foot lengths, [the longest that could be safely carried on the rail wagons.].... Some 70,000 tons of sheet steel alone was used to make the pipeline, which totalled over 60,000 individual lengths; all the steel arrived via ships unloading at Fremantle where construction of the Port facilities continued. The pipes, 30 inches in diameter, were loaded onto rail wagons, some 8 lengths per flattop. The rail line, now out to Coolgardie, delivered the pipe sections to the pipeline construction crews nearby the rail line...

Caulking the joints every 30 feet proved very difficult and time consuming. It was extremely difficult work in most arduous conditions.... The cold, wet and windy environs of the Helena water course, then out on the plains, freezing at night and roasting through the day, but the men persisted.... A mechanical system was tried, improved upon and adopted; slowly the pipeline took shape.

The construction of the eight massive steam driven pumping engines and their associated infrastructure proceeded apace. C.Y. personally oversaw the three great projects of Mundaring Weir, the pumping stations and the pipeline. An interesting aside was that C.Y.s English advisers had recommended that high-pressure steam driven pumps be used rather than low-pressure pumps. The cost would be similar and the water would be more efficiently delivered, without affecting the budgeted cost of £2,500,000.... Until the newly formed Commonwealth Government chipped in by increasing the customs duty that must be paid by W.A. to the Commonwealth for these better engines and pumps.... Nothing changes, nothing s new!!!!]

Despite his team overcoming the engineering difficulties, Parliament began doubting the practicality of the Scheme.... Parliament went within a few votes of ceasing all work on the project...

But O Connor s engineering reputation held him in better light elsewhere. Early in April 1901, at the specific request of Sir John Forrest, he began detailed studies for a proposed railway line to connect Kalgoorlie with Pt. Augusta. By October that same year his senior railways engineer, Mr. John Muir, delivered him the plans of the railway line we know as "The Transcontinental." And what was his professional opinion of the proposed development of South Australia s own Outer Harbour to service Adelaide? Early in 1902 he travelled to Adelaide to investigate....

But back home criticism, unfounded and unjust, in Parliament, the press and in public, was mounting against him. He felt forced to return to Perth from Adelaide to defend himself and his men against these attacks....

Meanwhile, pumping stations and sections of the pipeline were being readied for water pressure testing. The most difficult section, up out of the Helena River, neared completion....

On the 8th March 1902 some seven miles of another most difficult section of the entire 350 miles was successfully tested; though later that day a leak was discovered near Chidlow s Well. It was quickly sealed. It became apparent that by the end of March, water would be flowing into the reservoir constructed at Cunderdin eighty or so miles east from Mundaring Weir... [One of the four original sites where a large, earthen tank had been built to provide water for "the Yilgarn" back in 1894. Cunderdin lies about one fifth of the way out to Coolgardie, perhaps 100 miles west of Southern Cross, or "the Yilgarn."]

But, poor Charles Yelverton O Connor had been stressed beyond his limit... He could no longer sleep at night.

Early Monday morning, 10th March 1902, C.Y. sat at his desk and wrote a last note....

"The position has become impossible

Anxious important work to do and three commissions of enquiry to attend to

We may not have done as well as possible in the past but we will necessarily be too hampered to do well in the future

I feel that my brain is suffering and I am in great fear of what effect all this worry may have upon me- I have lost control of my thoughts.

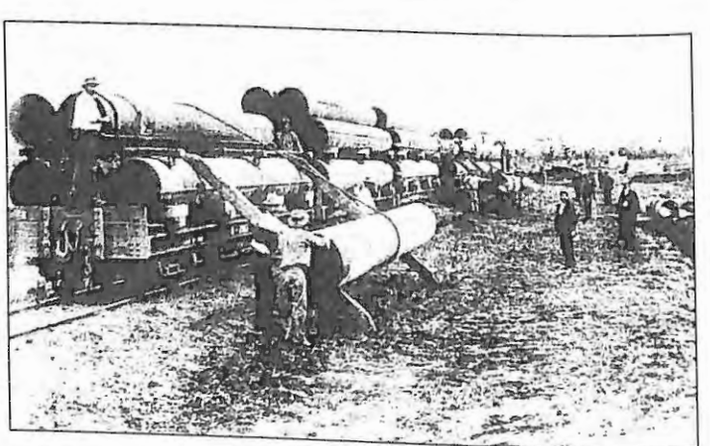
The Coolgardie scheme is all right and I could finish it if I got a chance and protection from misrepresentation but there s no hope for that now and its better that it should be given to some entirely new man to do who will be untrammelled by some prior responsibility

10/3/02

Put the wing walls to Helena Weir at once."

Then, as was his wont, he saddled his horse and departed for his usual morning ride, perhaps to inspect the continuing construction works at Fremantle Harbour.

Train load of pipes. Mephan Ferguson locking-bar steel pipes, each weighing 1.25 tonnes.



Unloading pipes inland.

At 7-30 A.M., a young boy discovered a riderless horse.... a little further southwards from Fremantle, near Robbs Jetty, a body was discovered in the shallows with a pistol lying nearby.

Thus passed this amazing engineer. He did nothing through his life but deliver cheerfulness and happiness to his family and friends whilst his engineering marvels continue to stand as memorials to his brilliant mind and courageous spirit.

Two days later C.Y. was buried in the new cemetery at Palmyra, overlooking his magnificent harbour...His Will was granted probate, indicating his total assets at less than 200 pounds. This fact itself destroyed some of the malignant rumours that had recently circulated.

A month later, water from Mundaring Weir began filling Cunderdin Reservoir... By December water was flowing into the reservoir constructed at Mt. Charlotte near Coolgardie. On the 24 Th January 1903 Sir John Forrest turned a silver valve head that sent water flowing down towards Coolgardie and on towards Kalgoorlie. There were huge celebrations with much congratulations all round. Gone were the doubting Thomases and vindictive critics. The system functioned perfectly and continued for some 66 years before the steam driven Worthington engines and pumps were replaced with more modern electrically powered centrifugal pumps.

More than seven years had passed since Sir John had accepted C.Y.s plans and estimates of some 2,500,000 pounds to construct the project. The actual, delivered construction cost proved to be 2,660,000 pounds, the increase due chiefly to the newly imposed Federal Customs Duty.

Initial consumption at the Goldfields proved to be some 1,260,000 gallons daily. Increasing areas of farmlands were watered along the way together with the towns... Branch mains began to be built from the pipeline to service more farmlands...By 1947 over 800 miles of branch lines were laid watering over 1,000,000 acres of dry, waterless, yet fertile farmland. By 1971 some 4,000 miles of additional pipelines had been laid, over 100 towns were connected and some 5.6 million farmland acres watered. Today, some 9 million gallons daily flow through the concept delivered by C.Y.

How then is this remarkable man remembered? In 1911 a magnificent statue to the memory of C.Y. O Connor was erected in Fremantle. We can see him gazing out over his Harbour to the distant Indian Ocean. Within the foyer of Parliament House, Perth, there are various tributes to C.Y. together with some small sections of the Mephan Ferguson locking pipe design.

The W.A. Tourism Commission possesses some most interesting brochures that take one on an exploratory tour of the Goldfields Pipe Line. One can start at the Mundaring Weir; visit the C.Y. O Connor Museum where the No. 1 Worthington steam pump remains in polished perfection. Travel up the Darling escarpment eastwards out to Kalgoorlie, following those early tank sites, Cunderdin, Kellerberrin, Merredin and Parkers Road that barely served Southern Cross in 1895.

Perhaps this little tribute may encourage our generation to think of this man. We see his works at Fremantle, his great Mundaring Weir. Or those towns out towards the goldfields where there is a pipeline running past. Then there are the Midland Junction workshops and the Transcontinental Rail line, together with much of W.A.s infrastructure rail. Truly, New Zealand paid a heavy price for permitting this genius to leave her lands back in 1891.

Some 20 years ago I was fortunate enough to seek the services of a merino sheep classer who had come to Eyre Peninsula to retire with his wife, Hazel. For many years he had been stud master at East Bungaree during the heyday of the Collinsville merino ram era and was one of Australias premier merino wool experts. His name was C.M.Y. O Connor. ... "Funny," I thought, "I ve heard of a bloke with initials like that." Little did I then know I was talking to the grandson of C.Y. O Connor.

Charles Murtagh Yelverton O Connor and his wife Hazel, continue to live at Greenpatch in their lovely stone and timber home, "Waterford," set amongst Australian bushland. For many years Charles was a steward of the Pt. Lincoln Racing Club.

"Waterford," Ireland? Murtagh?... Horses? A most gentle, quiet, yet forceful personality, an erect stance with direct, blue eyed gaze, typical bushmans resilience and integrity.... there is no doubt the origins of todays C.M.Y. O Connor can be traced straight to his Grandfather.

To Charles, from whom I have borrowed the works of Merab Tauman, [who wrote the book, "THE CHIEF, C.Y. O CONNOR",] and lent me various other personal articles I am deeply grateful. Charles also lent me the little biography, "C.Y. O Connor" by Alexandra Hasluck. It is one of the Great Australians series.

Merab Taumans book is a fascinating journal with much archival detail and photographs... It is an essential source for people desiring to know more of Mr. Charles Yelverton O Connor. Perhaps the University of Western Australia Press might consider a reprint to honour this giant of Western Australian development? The book is a magnificent read, essential for those who desire knowledge of our past. Sadly, it has not been possible to trace, and seek permission to use the written and photographic material within the book.

There are, no doubt, small errors in my brief telling of the saga of this man. They are mine alone. I would have the world in which we live recognize the achievements of an outstanding engineer. All credit belongs to Merab Tauman and Alexandra Hasluck, together with C.M.Y.s cuttings, not me, for the archival and photographic details.

What was C.Y.s greatest achievement? The fact that he delivered this mass of infrastructure, Fremantle harbour, W.A. Railways and the Goldfields Water Supply Scheme, each of which depended upon the other, during a period of financial and political instability, on borrowed money, on schedule; and that the various projects proved profitable is little short of miraculous.

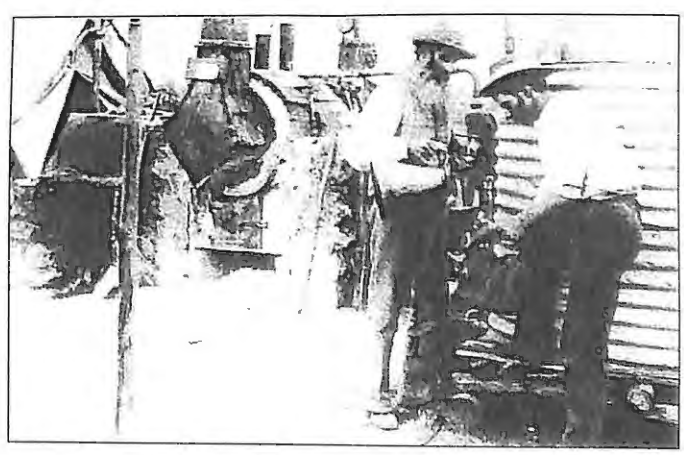
What would a 1900 Australian pound buy today? It seems a multiple of approximately 120 should be used to convert to a current Australian dollar.

Thus; Fremantle Harbour cost some $96,000,000

The Goldfields Water Supply Scheme cost $319,200,000;

The completed Midland Junction Railway Workshops cost $57,000,000

A gallon of water cost up to 5 shillings at the height of summer on the Goldfields;



Buying water, 2s6d a gallon, Coolgardie 1894.

that is the equivalent of $30 today...it was dearer than whiskey in those days! There are roughly 5 litres to a gallon...Thus; they were paying $6 per litre. And we think water dear at $1-00 for 1,000 litres!

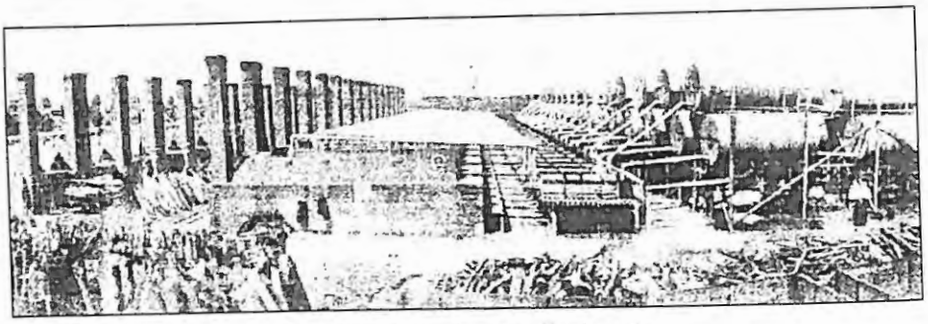
And C.Y.s Estate? It was valued for probate at $22,680...

It is important for us today to keep the population base in mind when considering servicing the financial debts as well as actually building the infrastructure. The total population of W.A. during this saga approached some 60,000 people.

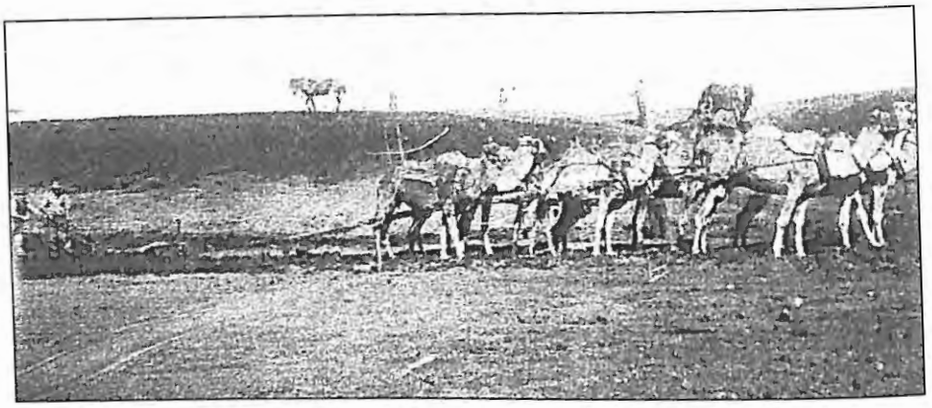
Each of the three major projects, Fremantle Harbour, the W.A. railway infrastructure and the Goldfields Water Supply Scheme are remarkable in their own right. But this man delivered the lot in just under 11 years. What other comparable projects have been completed?

By way of example: We recall he was responsible for the survey and planning of the Transcontinental Rail line. Yet the Line did not begin construction until 1912, 10 years after his premature death, when King O Malley had delivered the Commonwealth Bank. It was the cheap Commonwealth Bank of Australia credit created by Governor Sir Denison Miller, that made the Transcontinental financially possible to construct.

By comparison, consider the 100 years that have passed yet still the line to Darwin is not complete.... And offshore, private Banks are making a financial killing.



Government condensers, Coolgardie



Camel team excavating a tank

Just imagine what a modern C.Y. O Connor could deliver our Nation given no political pressure and National banking credit.... Water from the Kimberly s to Perth? Perhaps Adelaide? Gas pipelines across our nation? Remember, C.Y. costed each and every project he undertook. Each project had to be financially profitable; independent of any synergy delivered by association with other State infrastructure. Time has vindicated his engineering and financial judgement decade after decade.

REST IN PEACE, MR. O CONNOR.

The above article may be used provided recognition is given the University of W.A. Press, the original publishers of C.Y. O'CONNOR.

Should any body choose to use the article commercially, I ask that any profit be donated to the C.Y. O'CONNOR MEMORIAL MUSEUM at Mundaring Weir.

LEARN MORE ABOUT SOCIAL CREDIT

INTRODUCING SOCIAL CREDIT*

YOU MATTER. YOUR ACTIONS COUNT.

These notes go back to basics to discover many of the fundamental truths which are the cornerstone of our society but have been overshadowed by a very fragile type of progress. We will discuss how every individual, in association with others, and equipped with trust, belief and fundamental truths, can make a very powerful contribution to the positive advancement of society. We question the inevitability of where society is currently heading and offer the hope that real freedom, motivated by a spirit of co-operation, can be achieved for all Australians.

PART 1. WHAT IS SOCIAL CREDIT
PART 2. ECONOMICS: THREE ALLIED ACTIVITIES
PART 3. CONSTITUTIONS/GOVERNMENTS/POLITICS
PART 4. DISTINGUISHING BETWEEN MEANS AND ENDS
PART 5. DISTINGUISHING BETWEEN MONEY & TRUE RICHES

Price: $6.50 each. Includes Postage & Handling.
Order from: **The Australian Heritage Society, PO Box 163 Chidlow, WA 6556 Tel/Fax 08 9574 6042**

Malayan Memories

Colonial Malaya through the eyes of a child: 1924 - 1932

JOHN CROWTHER

MY family history is closely connected with the British Royal Navy. Both my grandfathers achieved officer rank from humble beginnings as boy seamen, one from Portsmouth and one from Plymouth. Both served in various parts of the far-flung British Empire of their time, in the Mediterranean, the Indies and Far East fleets.

My mother was born in Portsmouth North End, while my father was born, and later educated, in Trincomaleee, Ceylon, at that time the base of the East Indies Fleet.

On the outbreak of W.W.I the family returned to England, where my father joined a London regiment called the Artists Rifles (although he was not at all an artist!). Two of his sisters joined the Wrens, as did my mother, and that is how my parents met eachother.

They were married in 1922 after the war, and sailed for Malaya, my father taking up a position of manager on a Chinese-owned rubber estate not far from Ipoh, capitol of Perak State and the centre of rubber planting and tin mining.

As my father had lived most of his life in the far east, he tended to be very egalitarian, with many Chinese and Indian friends of the professional classes, besides fellow planters, European administrators, doctors and the like. My mother though, brought up in frankly class conscious England with a tendency to view coloured races as inferior, found the new life difficult, but gradually was obliged to accept.

Klabang Estate, about ten miles from Ipoh, was fairly large. The manager s house was typical of that era, resembling the usual Queenslander – high set but with the kitchen a distance away, connected by a covered passage. In those days there was no electricity, lighting effected with Alladin and pressure lamps, cooking on wood stoves, perishables kept in an ice box and water brought up from a well by a Chinese *"Tukan Ayer"* (water carrier) with a four gallon tin suspended from each end of a pole across his neck. Hot water was brought in by the house staff, we Europeans bathing in the usual Malayan manner. We had a large staff – two garden boys, a "syce" or chauffeur to drive our car, two house boys, a cook, our childrens nurse, or *"Amah"* (who was probably Cantonese), and a sweeper who was invariably an Indian Tamil "untouchable", known as a *"Toti"*. His task, amongst others, was to remove the odious commodes, his family destined to follow the same lowly calling in life.

My sister and I were born in the European hospital in Batu Gajah (stone elephant), some twelve miles south of Ipoh. Lesser mortals went to the general hospital in that city. We spent the first few years of our lives on Klabang estate, mixing with other European children and going to childrens parties at the club (whites only!)

I remember the Tamil festival called *Divali* held each year in November. Tamils, who must have been in a trance, were seen dragging carts with great big hooks in their backs, dressed up as wild animals. On one occasion a group of these came to our bungalow and, in Tamil, I invited them to come up the verandah stairs, whilst my sister was screaming her head off with fright. Needless to say, I was dealt with quite painfully!

The author and his sister with their Cantonese 'Amah'

One of my memories is of childless European neighbours, who invariably drank vast quantities of gin and ginger beer as an aperitif before breakfast. Many years later, in 1938, I was to meet the wife, who by that time was in the last stages of diabetes and D.T s!)

In 1928 father was due overseas leave, and we traveled by P. & O. liner to the U.K. together with our *Amah*. I was up to my usual mischievous self, mixing up all the shoes put out in the passageway outside the cabins. In those days there was staff to polish one s shoes. This apparently caused come confusion, but I was not found out.

On our return my father took a locum job north in Kedah Estate. My mother had a treadle sewing machine at the time, and I invited my sister to put her finger under the needle while I cranked the machine. Unsuspectingly she did this, with dire consequences!

We moved again, to See Kee estate near Kuala Pelor in Negri Sembilan, and were there for three years. Here the manager s house was smaller, a bungalow with sleeping quarters each side of an open sitting room and dining room, with the usual covered way to the kitchen. The roof was covered with atap, or shingles made from coconut palm fronds, with no ceiling, so very often *"poochies"* (creepy crawlies) of all sorts fell on us. Our parents bedroom was wired in, but we slept under mosquito nets.

Being not far from the equator, there was little twilight, darkness descending quickly with the attendant nocturnal sounds – the cough or growl of a prowling tiger or leopard. In the morning dawn was greeted with the calls of countless monkeys. We were quite close to the jungle, and to us children it was a magical world.

Social life revolved around the club in Tampin, or morning tea visits by my mother to neighbouring estates, driven by our *syce*, as father was on his rounds until 3 p.m. Often we had guests in for curry tiffin lunch on Sundays. This was followed by "lying off" until the temperature fell. Then a sluicing down, Malay fashion, followed by *"kitchi makau"* – little eats, bridge or mah jong. It was customary for the two of us children to recite nursery rhymes in Malay, including "Goosey Goosey Gander" before being dispatched to bed.

Small children are always interested in what is around them: the world is a large place, and See Kee appeared as such to us.

We used to go for walks with our parents, visiting the rubber factory where the latex was brought in and deposited in large vats, processed into strips on coagulation, hung in the smoke house where they turned brown, and then baled.

Malay trappers often brought us wild animals, such as tiger cubs in bamboo cages; also reptiles. I remember seeing a 20 python as thick as a man s thigh on our lawn, hoping father would buy it for its skin value! We did once accept a tiger cub, obviously orphaned when its mother had been hunted and killed. It was destined for the Singapore zoo, but developed enteritis and father had to destroy it. We also had a pet deer called "Binkie", and a baby elephant which we rode. Binkie came to a sad end when we believed it drank some rubber latex and died. The baby elephant went to Singapore once it got beyond a certain size.

We loved our Chinese *Amah,* who looked after us as her own children. She attended to all our needs, our clothing, our toilet and taking us for walks. When our parents went off to the Tampin club (they could do that in those days), we would go down to the kitchen and share the Chinese food with her and her husband, our *syce.* She had all sorts of little dressing table instruments, one being a long handled tool with a one-eighth inch diameter spoon at the end for cleaning out ears, also a ruler-like thin bar for scraping the tongue, presumably to reduce unpleasant halitosis!!

Cooks came and went. One such servant was caught blowing his nose in his drying up cloth. Our gardener was a Javanese who had a rather attractive and wayward wife much younger than he. He apparently caught her with another man, and in his anger he caught hold of her long lustrous black hair, swinging her round and round while threatening to kill her with his Malay *kris* which he held in his other hand.

One day my mother had intended to visit another estate with father in his baby Austin (we always traded it in for a new one each year), they were very popular, particularly the open tourer. Mother always sat in the rear seat, sideways, as otherwise it was too cramped. That day she was feeling unwell and decided to stay at home. Off went father, when rounding a corner there was a loud report. Thinking he had a burst rear tyre, he found on inspection they were unaffected, but glancing up he saw the back of the roof behind his head in shreds. If mother had gone with him she would assuredly have been killed. He took off at the rate of knots to K.P. police station. It transpired his attackers had been after the manager of a neighbouring estate carrying the full pay of his employees. His was a larger car but similarly coloured. Luckily for him, he was forewarned and returned home a different way.

One other incident I do remember on See Kee estate; I sometimes wandered off amongst the rubber trees, and on this occasion unfortunately fell into one of the latrines for tappers. I managed to crawl out covered in excrement, but *Amah* succeeded in hosing me down after several washings.

An English Rubber Plantation Manager and his wife, circa 1924. The author's parents.

The social club at Tampin in 1993, Once the 'European Club' in 1924.

In 1929 it was decided I should go to school in Kuala Pelor about twelve miles away. In those days government schools had a European headmaster, assisted by a mixture of European, Chinese, Malay and Indian staff. I was driven in the morning by our *syce,* while the return trip was in a Chinese bus, seated in the front seat next to the driver. The bus invariably was filled with betel nut-chewing Indians, Chinese, Malays and others. On top were piles of bicycles, poultry in cages, pigs in crates and other livestock. My teacher was an English lady who wore rimless *pince-nez,* with her hair parted down the middle and coiled in a bun on each side of her head. One might have thought she was indeed a severe and humourless person, but not at all, she was a dear person in my eyes and I loved her. She was responsible for those initial years of learning to write, read and model with plasticine. I was, however, left handed. In those days this had to be corrected as it had literally "sinister" implications! So I became "dexterous". Although I was the only white boy in the school, I mixed freely with the other boys whether they were Malay, Indian or Chinese.

Around 1930 we moved to Repah estate, near Tampin. This was a much larger estate with an imposing manager s house situated in and surrounded by a large garden. The approach to this house was by way of a circular drive, lined with standard hibiscus, pomaloes (a species of grapefruit), mangoes, mangostines and other tropical fruits. To us two children it was a virtual paradise. We still had our large staff to ensure the smooth running of the establishment. Being much nearer to Tampin, I went to school in that town. From the outset I hated this new school, the object of my hatred being my Indian master, who wielded the cane unmercifully, so much so it was eventually agreed to withdraw me from the school. Probably it mattered little, as plans were afoot for my mother, my sister and me to return to England in April 1932. The economic blizzard was upon us and father had to endure continual cuts in his salary, while the output of rubber was reduced by the policy of "restriction". In that month we drove down to Singapore and boarded the P & O liner *Rajahputana.* We were to miss our friends, although many years later, post World War II, I was to meet up with many of them again. The voyage back to England was uneventful, stopping en route in Penang, Colombo, Aden, Port Said, Malta, Marseilles, Gibraltar and, finally, Tilbury in London. Then by train through the slum areas of the East end of London, to Waterloo, and then down to Portsmouth. This was an alien world to me and I hated it – but that is another story.

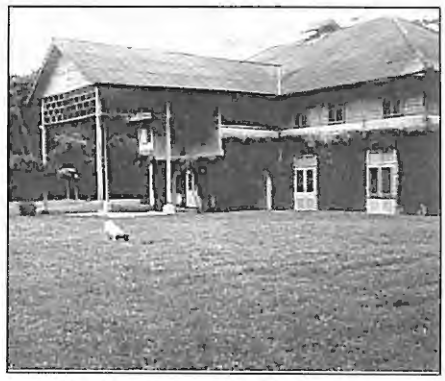
Our idyllic life in Malaya was over!

Postscript: In 1993 I felt an urge to revisit Malaya and savour the nostalgia of my childhood through adult eyes and many years. Kuala Lumpur bore no resemblance to that of the 1920s, now with skyscraper hotels, administrative buildings and an aura of opulence. Visiting Port Dickson (a favourite seaside resort of the 1920s), with some difficulty I discovered the one and only boarding house of my childhood, now a Malaysian army officers mess. Expensive hotels everywhere, but the same back streets that I remembered. Tampin . . . Repah Estate . . . the club, staying in the ubiquitous rest houses operated by Chinese lessees. Disappointment to find the old bungalow on See Kee estate no longer in existence, the estate now managed by an Indian assistant who lived in a small house elsewhere, unable to help me. To Kuala Pelor to visit my old school, now run as a

Muslim establishment. The principal took me around and I had no difficulty finding my old classroom. To Bata Gajah where I was born in the European hospital. This had not changed at all, except for a new nurses home. The administrator very kindly showed me around everywhere. I had some Chinese friends in Ipoh, and they took me out to Klabang estate – the manager's house exactly the same as it was in 1924!

It was a memorable visit, and I returned to Brisbane well satisfied that I was able to see most of the old places of my youth.

Klabang Estate office - unchanged since 1924



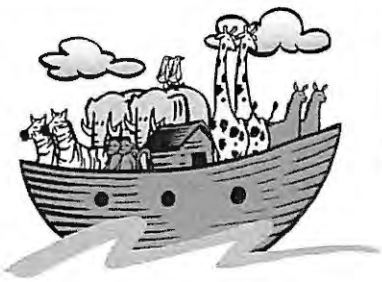
Klabang Estate house near Ipoh, revisited in 1993

Batu Gajah Hospital Nursesí hostel
A new extension since 1924 - visited in 1993

Batu Gajah hospital where the author was born

Gemas Railway Engineerís house where the author played with his friend as a child

Everything I need to know about life, I learned from Noah's Ark



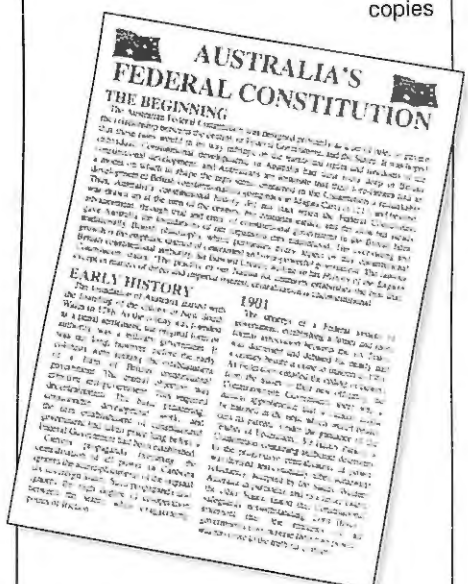
One	Don't miss the boat
Two	Remember that we are all in the same boat.
Three	Plan ahead (it wasn't raining when Noah built the Ark)
Four	Stay fit. When you're 600 years old, someone may ask you to do something really big.
Five	Don't listen to critics; just get on with the job that needs to be done.
Six	Build your future on high ground.
Seven	For safety's sake, travel in pairs.
Eight	Speed isn't always an advantage. The snails were on board with the cheetahs.
Nine	When you're stressed, float a while.
Ten	Remember, the Ark was built by amateurs; the Titanic by professionals.
Eleven	No matter the storm, when you are with God, there's always a rainbow waiting!

Australia's Federal Constitution Brochure

The new updated brochure is now available for distribution.

Order your copies from
The Australian Heritage Society
PO Box 582
Lakemba NSW 2195

$7 per 100 copies



THERE IS A HIGHER POWER

By John Paine, DFC.

WHY and how do things happen?

Take a young Kentish man, working in the hop gardens of Kent in 1940, while overhead raged the legendary "Battle of Britain". So inspired was this young man by the heroic performance of the Spitfires and Hurricanes defending his homeland from the might of the German Luftwaffe, that he purposed there and then to become one of these new creatures – an airman!

Two years later he joined the RAFVR – the Royal Air Force Volunteer Reserve – in order to rise above the mundane life of a grounded infantryman, and become one of those birds of the air. Filled with patriotic love for his country, and eager to give his all in its defence, prepared to attack and destroy all her enemies, unconcerned – then – for the men, women and children, their homes and industries of which that 'enemy consisted.

New recruits were sent to Canada and the Empire Air Training Scheme. Plenty of space to learn there, and the unique opportunity to experience the "Chinook Wind" screaming at gale force through the Crows Nest Pass in the Rockies out from Lethbridge in Southern Alberta. This force could reach 90 miles an hour, and getting caught in it made landing back at Lethbridge impossible.

Back in England once more, and more specific training in flying four engine aircraft, a wonderful plane to fly – the Lancaster. Training for every possible eventuality – a matter of life and death in the ability to corkscrew away from attacking fighter aircraft, emergency landing on either sea or land.

What we did not train for then was formation flying, certainly not in thick cloud, and sure enough this was an immediate and most alarming test of pilot skill when the first operational assignment was to 3 Group, doing daylight raids; my first briefing for Dortmund in the Ruhr.

It was a day of thick cloud. As soon after taking off as possible we formatted, then entering the cloud. Visibility was sufficient to just see ones formation position, and halfway down the squadron position I could not tell that we were, in fact, banking to starboard. The danger arises in such a situation when you concentrate on your position without too much attention to your instruments: not seeing an horizon you don t realize you are turning. My rear gunner s scream alerted me as the aircraft behind nearly flew into us! That first trip was 20,000 feet in cloud all the way, and we bombed on target by instrument readings transmitted from England, safely returning home at the end of the mission.

Two days later my life was changed. Weather perfect, not a cloud anywhere. Our target again the Ruhr – Gelsenkerken this time. As soon as we reached the target area we were hit by flak. The Bomb Aimer, fortunately, had released our bombs over the target, but he was badly wounded in arms, legs and body, though still remaining conscious. The second Pilot was also wounded, but not so seriously. The wireless and navigational equipment were put out of action and, at the same time, three engines were in trouble. Two inner ones caught fire. We feathered them both and activated their fire extinguishers. The port outer engine had also been hit, refused to feather and now started to overheat, necessitating activating its extinguisher also. The only engine still operating was the starboard outer. It was impossible to bail out leaving two wounded crew behind, so I headed west, hoping to see an airfield to land on behind allied lines. All the crew took up crash positions for emergency landing.

Horror of horrors – the port outer engine now caught fire – the end! Its fire extinguisher had been exhausted, and we were already down to 10,000 feet.

In desperation I called out to Almighty God. "What shall I do?"

Clear as anything, His voice said "Dive to the ground!"

Instinctively obeying, I pushed the stick fully forward, diving from 10,000 feet to 100 feet, attaining 300 knots per hour. The effect of this drastic action was to douse the flames on the port outer engine!

Remaining fully conscious despite this rapid descent, I managed to flare out at 100 feet, shut off the starboard engine – the only good one – and glide, slowly losing speed, until I crash landed in a clear, open paddock near Wanlo, a small village which turned out - again by the grace of God - to be behind allied lines in a United States zone!

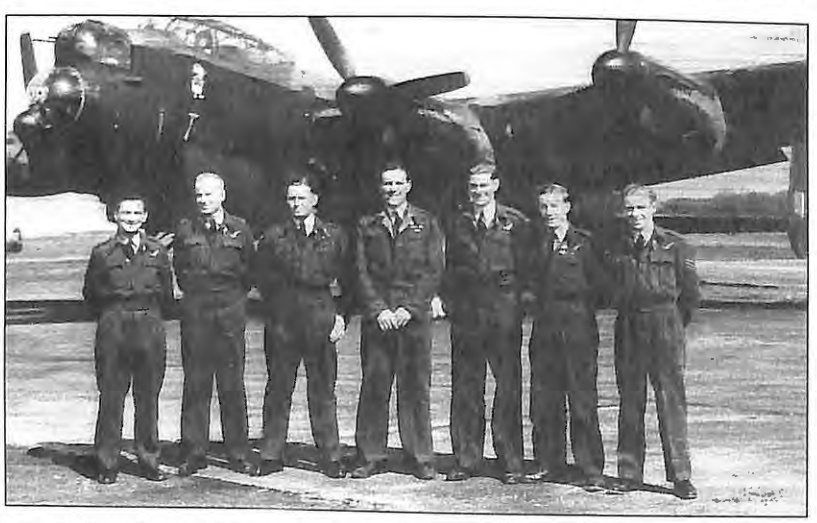
Our descent had been observed by two US spotter aircraft who landed close by, and within minutes a ground force of US soldiers were on the scene also. My wounded crew were efficiently extricated from our stricken aircraft. One of the US ground force remarked that he had seen another aircraft pouring smoke away to the east. The spotter pilot replied, "That wasn t another one – it was this one!" - showing how far we had glided from the target area.

That was our miraculous escape, thanks be to Almighty God.

My wounded crew were taken to a US field hospital, while the rest of us were taken to a nearby farmhouse and revived with tea by the Americans. We were then taken to field base at Munchen Gladbach, staying two nights before being transported to Brussels and flown home to England in a Dakota aircraft, and ultimately returned to our own base at Tuddenham one week after the operation.

After a short spell on leave, we picked two crew to replace our wounded mates, did some training for and with them, and resumed operational duties, flying two bombing missions over Berlin and Bremen before VE Day.

After VE Day, operational duties took on a much more pleasant aspect, and we flew several "food dropping missions" to Holland from 1000 ft – Rotterdam, Hague and Amsterdam, clearly seeing cheering, joyful and celebrating crowds in the streets below us, also flying to Juvincourt airfield in



L to R: Rear Gunner George Yardley-Nathan, Front turret gunner Mac Bashford, Mid upper gunner Tom Porter, Flying officer John Paine, Navigator Tom Wickham, Flight engineer John Pavey, Wireless operator Lester Blackett

France three times, to bring 24 allied prisoners of war back home.

Another pleasant duty befell us about this time. We were able to take our indefatigable ground crew – the Airframe mechanics and the aircraft engineer – on a joy trip to the Ruhr so that they, too, could see the havoc we had wrought with their expert mechanical skill in maintaining our aircraft, and therefore our lives, in good condition.

Our final flying was photographing Europe. We did six trips to areas in Norway, the Pyrenees and East Germany. Most of our efforts were unsuccessful due to excessive cloud, despite taking off before dawn to get to the area before cloud or fair-weather cumulus sprung up – six hour trips with no photography.

One journey sticks in my memory – on June 21st, 1945 we were briefed to photograph an area of Germany east of Berlin. As a result of the Yalta Conference this was designated to come under the control of the Soviet Union as from the 1st July, and we were warned the Russians – our wartime "allies" - were already aggressively defending this area, as they did not want any aircraft of any other country looking in to see what they were doing, and might well send up fighter planes to drive us away or shoot us down. For this trip our ammunition racks were filled with .303 bullets.

After demobilization about a year later, enrolling in a two-year servicemens "training course for the future" at the Royal Agricultural College, Cirencester, traveling and working in New Zealand and Australia, and subsequently migrating permanently to Australia, I had the opportunity to sponsor my wireless operator, Lester Blackett, his wife and two boys as migrant farm workers to help my new Australian wife and myself with our farm in western Victoria, a welcome release for him from his restricted life as a miner in northern England, and a great blessing to the Australian community who enjoyed the Blackett family s tremendous musical talents for many years.

CONTRIBUTIONS WELCOMED

Contributions are invited for publication in *HERITAGE*. Articles should be accompanied by suitable photographs, and a stamped addressed envelope for return if unsuitable. Submission of copy does not guarantee its use, which is at the discretion of the Editor. All reasonable care will be taken of material forwarded; however, the Editor cannot accept responsibility for loss, damage or non-return of material. The views expressed in *HERITAGE* are those of their authors and not necessarily the views of The Australian Heritage Society.

Vice Regal Republicans

Reprinted with permission from *Quadrant*, October 2003.

SIR: a POLL TAKEN BY Hobart s Southern Cross Television following Tasmanian Premier Jim Bacon s recommendation of Richard Butler as governor-designate found 83 per cent against the appointment.

Alan Ramsay referred to the "gall" of a passionate republican accepting the vice regal appointment and called it "rank hypocrisy". He quoted "an old Labor head" as saying, "The appointment . . . has to be the first step to decay in what has been, until now, a robust little government . . . Jim Bacon – and it is wholly his choice – has opted for celebrity over substance."

Republican Mike Carlton continued the outrage: "What republican would not hoick his or her beliefs overboard to wallow in such taxpayer-funded luxury". "The republic can wait," he concluded.

I was total aghast – even horrified – at the appointment.

But perhaps we re missing something interesting here!

We must assume Mr. Butler to be a man of intelligence and principle. Why wouldn t he wish to be identified with a system of government that he carefully examined before accepting the position ("I agonized over it for a long time") and found was a good one. If his "agonizing" resulted in the view that it was a bad system, would he wish to be associated with it? Surely not.

So let s observe him carefully, to see if he carries out his duties properly, as have his vice-regal predecessors for 200 years. If he does, then Professor David Flint s description of Mr. Butler s "conversion on the road to Hobart" would show the reality that an intelligent man, formerly committed to a republic, had come to understand how well our system of government works. Bill Hayden was once a republican, but after becoming Governor-General he became a supporter of our present system.

If he does not resign, won t we be entitled to think that he is another person whose faith in a republic has collapsed in the light of experience? The disapproving 83 per cent may come to respect his service to the crown he once rejected. As Carlton said – the republic can wait!

Philip L. Gibson
Paddington, NSW.

Sir David Smith KCVO AO on the Head of State of Australia:

"When designing the Australian Constitution, the founding fathers had before them the Canadian Constitution which describes the Queen as Canada's Head of State, and they drafted a Constitution for Australia which contained no such provision. Instead they gave us section 61, which, as Lord Haldane, the Lord Chancellor, expressed it in two cases before the Privy Council in 1916 and again in 1922, *put the sovereign in the position of having parted, so far as the affairs of the Commonwealth (of Australia) are concerned, with every shadow of active intervention in their affairs and handing them over, unlike the case of Canada, to the Governor General."*

PART TWO

NEVILLE SHUTE (NORWAY)

based on his autobiography *Slide Rule*

by Julian Stanwix

"A man s own experiences determine his opinions, of necessity. I was thirty one years old at the time of the R101 disaster, and my first contact with senior civil servants and politicians at work was in a field of airships, where I watched them produce a disaster. That experience still colours much of my thinking. I am very willing to recognise the good in many men of these two classes , but a politician or a civil servant is still to me an arrogant fool till he is proved otherwise ."

Neville Shute, in *Slide Rule*.

Neville Shute

IT is with great pleasure I continue with the editor s agreement, the second part of Neville Shute (Norway s) story which even today is, I feel relevant.

We look at Nevilles circumstances at this point. He was thirty one and like the rest of the private enterprise crew was made redundant. He had just become engaged to Frances Heath, a young doctor working at the York Hospital who took his predicament in her stride, and all successive crises in their lives.

Neville made attempts to sell the design team to other manufacturers, as they had all been proved very able in design and construction, but this found no response as the depression was looming. After deliberation on his future Shute, considering the aviation business states that there was a big movement in small private planes which were far less complicated than today and after discussion with his colleague Hessell Tiltman, who he describes as a genius, they decided to look into starting their own manufacturing business. These small aircraft were made with wooden frames and could be cheap to build. While it might be possible to start a company on a budget of thirty thousand pounds - to be really confident they budgeted on fifty thousand.

Raising capital

When starting to work on this idea help was sought from A.E. Hewitt, a commercial solicitor who took Neville and his idea seriously, but the depression was really starting to bite. Hewitt had a brother who was a Captain in the RAF and he sent Neville to see him to have his brother confirm the idea, which was duly done. Now came the hard job of raising the capital required, and the first person to promise to invest and become an integral part in it was Alan Cobham, who had a successful Aerial circus and joy ride business and wanted the venture to go ahead. In return for investment he wanted a seat on the board as he could see the manufacture of aircraft an adjunct to his business.

Shute and Tiltman took an office for fifteen shillings a week and decided on the name of "Airspeed". They then approached Lord Grimshaw a wealthy young man who could afford to invest, and he accepted the position of chairman. He said in later years the reason was the company was to be in Yorkshire and would employ 100 men locally. The depression by this point had really come to England and Neville toured to all counties trying to raise funds. He met Tom Laing, who had served an apprenticeship with Vickers as an engineer before going into various businesses and finally losing his money. Laing stated he could get his mother to invest if he was to be works foreman. This was agreed and Tom stayed on with the company till his death 17 years later.

Risky business

The first board meeting was held in April 1931 even after admitting that the required funds had not been found. Due to adverse conditions only five thousand had been pledged which was not the required minimum. Sir Alan Cobham said he thought they should carry on and he would place an order for an aircraft, thereby kick starting the company, and said that when others saw them working he felt other orders would be forthcoming.

At this point there was a sudden surge in interest in sail planes, or what we now call gliders, and Shute and Tiltman felt these would also be a good start as they were very cheap to build and as they only had finance to last three months they could construct them and as gliders had not been around for long they could take all the English records thereby getting a reputation and hopefully make sales of these simple aircraft. They immediately set about gearing up for these and the Cobham orders, which had been increased to two planes which they decided to call the "Ferry" model. The priority of this plane was not speed but fuel economy - good visibility for the ten passengers and pilot and short take off as these were primarily for tourists and joy riders. After the first Ferry was produced and went on active duty with Cobham in the first three months it carried 36000 passengers and completed 600 hundred hours of flight.

The gliders were tested in August 1931, after which they attained some records and the three sailplanes were subsequently sold. The test flights and records were done by two German pilots who were working in England as they wanted to migrate there because they already felt the possibility of problems with Hitler, but were subsequently turned down and returned to Germany. Shute states when the war was in full swing he wondered if these same two pilots were dropping the bombs on England! One of the main reasons the Germans were having a great interest in Gliders was because of the "Treaty of Versailles."

A guarantor and a plan

In 1932-33 the depression was really biting and company funds were short. Neville worried they would have to lay off the fifty workers. Fortunately at this point Lord Grimshaw guaranteed the overdraft for the bank. As the Cobham planes were coming along well it was decided to think about their next plane which had to be an advanced machine to gain attention. After seeing that in the USA a plane had been constructed with a retractable undercarriage which had not been achieved in England in a production model, this was the feature that they would master.

As the firm was progressing well the need for a bigger workshop and test airfield became apparent, so Shute talked to many Counties as to what they were willing to offer. Portsmouth council came up with the best deal, and being near the sea they could also possibly build sea planes which were thought to be the future in developing countries. The deal was signed and a 14000 sq ft factory would be

constructed at a cost of £4,000 - deposit £1,000, balance at 5% over 10 years, and the air field, 1% of turnover up to £60,000 pounds falling to 5% on £200,000. This resulted in considerable industry at Portsmouth.

An expensive trade-in

Soon an order came for the first "Courier" with the retractable undercarriage. At this time two business men decided to start small airlines in England - the first Mr Hillman who started the "Midland Scottish Air Ferries Ltd.". Airspeed Co traded in a 6.5 litre Bentley car from Hillman as part payment on a "Ferry". He had purchased seven of these expensive cars and decided to cut back, due to the depression. When Shute tried to sell this the best he could get was £400 of the £700 trade in but the sale went ahead.

The "Courier" was tested and the new undercarriage proved a huge success, this coming as their bank overdraft grew and was a constant worry.

Sir Alan Cobham and Squadron Leader W. Helmore decided to experiment with "in flight" refueling, which is done by having a hatch in the top of the cockpit and the co-pilot standing half out of the aircraft at 90 mph and a string lowered with a balloon full of water, followed by rope and then the hose to refuel. This was done firstly so a greater payload could be lifted off and when height was attained fuelling would take place. Also they hoped to fly non stop to India.

Air safety laws

Another change in the industry occurred at this point. Laws were brought in that fare paying passengers could not be carried over water in a single engined aircraft so, to save development costs, the Courier was made with twin engines, becoming the "Envoy" model. By 1933 the company was still making a loss but there were 12 Couriers and 6 Envoys under construction.

Shute and Tiltman are made Fellows of the Royal Aeronautical Society which is the highest distinction that British aviation can offer, for their work in building the retractable undercarriage and in Shute s case his work on the R100 airship. The benefit of this honour was the British government had an agreement with the Society that members were given preference for Government orders, and then the Courier was allowed at the annual air show as a display.

1934 arrived, and the depression was worse. After many business arrangements the company decided to go to a public float on the stock market to get more finance to carry on and go forward. There are many stories at this point of the company history regarding planes they built for strange reasons, such as the Emperor of Abyssinia whose country was at war with the Italians, the many air races which were popular at the time, and so on.

Australian interest

One of the most interesting from our point in Australia was an approach by C. P. Ulm who was part of Sir Charles Kingsford-Smiths group who were contemplating starting a mail service from America to Australia via the Pacific route, and wanted to do a few test runs to prove it could be done. Airspeed was approached to build a suitable Envoy model for this purpose. The problem they encountered was the amount of fuel to carry and a huge tank was built and fitted inside. This then cut down the area that the three-man crew could use, and so at Ulm s request the navigator-radio operator was placed at the rear of the tank with a speaker tube to other crew. This then gave the situation where nobody other than the navigator could check the charts, but Ulm still persisted with this arrangement, knowing full well the navigator was a ship s officer and had very little experience of air navigation. When the fatal first flight took place the plane radioed in five hours after they should have been at Honolulu. At the enquiry it was stated, that they had had a tail wind and actually over shot Honolulu and lost their way. Ulm was a very experienced pilot and when the navigator became lost because of his location, Ulm was not able to assist or check the maps, and I quote Shute - *"and so they died."*

In January 1935 Airspeed signed an agreement of manufacturing licence for the Fokker group to build DC2 s. This had been under discussion for some time also Mr Fokker had been made an adviser. The company was starting to really progress and orders were coming forward from clients of substance. Also they sold a manufacturing licence with an order for two Envoys to Mitsubishi, the air line of Japan, and within three months they passed on a further order for four more. By 1936 the Government were starting to increase their military spending and Airspeed received an order for 136 Envoy trainers and was asked to tender for a batch of 12 DC s.

By 1936 Shutes agent sold the film rights to *"Lonely Road"* to Ealing studios, which pleased him as he had not been writing as much, and he started to write again in earnest, creating *"Ruined City"* (my favourite book). He also felt honoured in 1937 to receive an order for an Envoy from the "King s Flight", which would carry four passengers and a crew of three including a Steward whom Shute questioned as the interior was about as large as a car! He was told how exhausting it was for the Royals in attending functions and this was required.

Well earned retirement

After so many years of trying to create the company and develop it and see it come to fruition, Shute was getting tired and had had very little private life with his wife and two daughters, so was not sorry when the company felt it was time to part company and he received a very generous pay out. He had gone from redundancy of the R100 to a firm that, on his leaving, had an order of 52 Oxfords and in the beginning of 1938 received a further order for 140. On leaving Airspeed, orders on hand stood at over one and a quarter million pounds and employed 1035 people! The other major event was an order of 200 Oxfords from their rival de Havilland, who had to pocket their pride and build the aircraft to Airspeed s design.

The first part of new life was spent taking a holiday in Spain with his family and during this period he received the news the film rights to *"Ruined City"* were sold in America. Now as well as having the payout from Airspeed and the film rights, Shute for the first time was in a position to choose what he and his family would do in the future

Quoting part of the last paragraph of his book, *"Slide Rule"*:

"Industry, which is the life of ordinary people who employ their civil servants and pay their politicians, is a game played to a hard code of rules; I am glad I had twenty years of it as a young man, and I am equally as glad that I have not had to spend my life in it till I was old. My gladness is tempered with regret, for once a man has spent his time with messing about with airplanes he can never forget the heartaches and their joys, nor is he likely to find another occupation that will satisfy him so well, even writing novels."

In 1939 Shute joined the Royal Naval Reserve, in weapons research. Due to his fame as an author he was seconded as correspondent at the Normandy Landings in 1944, and to Burma in 1945 where he entered Rangoon with the 15`h Corps from the "Arakan".

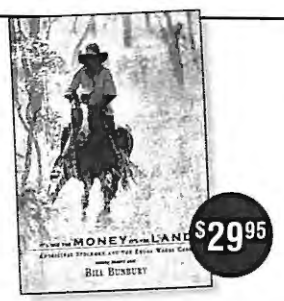
Migration to Australia

After being demobilised in 1945 he emigrated and made his home at a farm at Langwarrin, Victoria. The reason he

came to live in Australia was due to his strong feelings about personal freedom and independence of the individual, and the high taxation in Britain. From what I read, he had a wonderful life here writing, touring and researching his following books and indulging his other interests of fishing, yachting and racing motor cars.

After having suffered a number of heart attacks over the years, he died in Melbourne on the 12th January 1960.

I hope these articles will generate interest in his work, and some readers will search out his books and also look at the internet site of the Neville Shute Foundation which is a tribute to such a fine engineer, business man and author.



IT'S NOT THE MONEY IT'S THE LAND

Bill Bunbury

Fremantle Arts Centre Press, 2002,
ISBN 186368 366-6

As a result of the 1965 Equal Wages Case Aboriginal people in Australia's north were forced into unemployment and off their country into refugee camps on the fringes of towns. The outcome of a simple and just decision was a complex social, economic and cultural catastrophe. Lack of planning by the government, and a failure of communication with Aborigines and pastoralists, meant that the High Court's decision resulted in a range of problems, the effects of which are still being felt. Thirty five yeats on, Aboriginal people have, largely by their own efforts, begun the process of recovery - but there is still a long way to go.

Order direct from
The Australian Heritage Society,
PO Box 163, Chidlow WA 6556.
Tel/Fax 08 9574 6042.

Softcover - 192 pages. Price $29.95 posted.

Letter to the Editor

TURNBULL'S TACTICS

Many will be aware of the attempt by Mr. Malcolm Turnbull to unseat the sitting Liberal Member for the Sydney Eastern suburbs seat of Wentworth, NSW.

Whilst I accept the right of anyone to challenge, I do not accept the very costly powerhouse tactics used by Mr. Turnbull - a method now criticized by the State Liberal Conference on Sunday, 19th October 2993, and which voted 397 to 3 to change it.

Readers of 'Heritage' may be interested to know that one of my reasons for opposing Mr. Turnbull is because of his published desire to change our flag.

P.11 if his *"Fighting for the Republic"* says, *"I had also been a long-term supporter of a new Australian flag . . ."*, and on p.200, *"If we believe it is important to have a flag which is distinctively Australian, then we should favour a change."*

He also, with ARM (the Australian Republican Movement) and the Harold Scruby-led Ausflag Ltd., had sponsored an exhibition *"Flagging the Republic"*, and Flag No. 2 offended many: *"F - - - - OFF TO FAGLAND"*.

Mr. Turnbull was an early Director of Ausflag Ltd. which, with Janet Holmes á Court and others, is committed to changing it.

I suggest it is important we all know his stated views on this subject - of great interest to the vast majority of Australians who respect and support our flag.

P.L. Gibson
Paddington, NSW.

CANADIAN POLL RESULT

73% of Canadians support Constitution Monarchy.

Two polls were recently taken in Canada by two major newspapers around Accession Day 2002, even before the deaths of Princess Margaret and the Queen Mother. Both show a surge in positive support for the Crown, one registering 79% across Canada!

This ranged from 87% in the Maritime Provinces down to a still 73% in Quebec. Among youngest Canadians, support was 86%. Across the age groups, the middle aged seem less inclined to believe the monarch helps define Canada's identity.

Polls by IPSOS-Reid for *Glove and Mail / CTV* (a paper which advocates a republic) and by COMPAS for *National Post / Global Television.*

Canadian pollster EKOS recently found "only 8% of Canadians would like their country to become more like the United States –

The Economist 15.3.03.

Comment: It seems certain that Canadians – living alongside the world's greatest republic – can observe enough to make them feel a very strong preference for a Constitutional Monarchy.

PRINCE WILLIAM COMES OF AGE

Based on interviews with the Prince by Peter Archer, Court Correspondent, PA News, and Sam Greenhill of the Press Association, as posted on the Prince of Wales' website, www.princeofwales.gov.uk

PRINCE William Arthur Philip Louis, born on the 21 June 1982, turned twenty-one this year.

He was christened at Buckingham Palace on 4 August 1982, the eighty-second birthday of his great-grandmother, Queen Elizabeth the Queen Mother. Dr. Robert Runcie, Archbishop of Canterbury at the time, officiated at the christening. His parents chose six god parents for their firstborn: Constantine II, King of the Hellenes; HRH Princess Alexandra (wife of the Hon. Sir Angus Ogilvy); Norton Knatchbul (styled by courtesy as Baron Romsey); Natalia Phillips (wife of His Grace the Duke of Westminster); Lady Susan Waldegrave (wife of James Hussey); and Laurens van der Post.

At three years of age the young Prince attended Mrs. Mynor s Nursery School in West London; at five he was enrolled at Wetherby School, completing three and a half years there, and another five at Ludgrove School, before entering Eton College, Windsor. He studied Geography, Biology and History of Art at A Level after sitting 12 GCEs.

Counsellor of State

On coming of age on 21 June 2003, Prince William became a Counsellor of State. If The Queen is absent abroad for more than a few days (or suffering from temporary illness), she may delegate certain functions of the monarch in Britain, the dependencies, and other territories to them. For example, any two Counsellors of State may attend Privy Council meetings, sign routine documents or receive the Credentials of new Ambassadors to the UK. At present, Counsellors of State are the Duke of Edinburgh and the four adults next in succession (provided they have reached the age of 21), that is, The Prince of Wales, The Duke of York, The Earl of Wessex and Prince William.

Time off before university

Taking time off before tackling university, Prince William went on maneouvres in Belize, worked on a British farm, helped community projects as a Raleigh International volunteer in a remote area of Chile, and visited countries in Africa.

In an interview with Sam Greenhill of the Press Association just before he entered university, the Prince rated his few short months on a dairy farm in the south west of England, paid the minimum wage of £3.20 an hour, rising before dawn to milk cows and performing mucky jobs along with the rest, above any of the exotic

experiences abroad. He really loved it, and feels deeply for the British farmers who suffered so acutely from the introduction of laws to eradicate foot and mouth and mad cow disease.

Reflecting on this when giving his 21st birthday interview, he said, "Working as a farm hand during my gap year was very, very hard. It was the toughness of it. Admittedly, I was exhausted after only a week as a dairy farm hand, and the guy I was working with did it every day of his life.

"There s hardly any social life because of the hours you work which makes it an even tougher job.

"There were so many genuine people. They didn t care who I was and made me do the jobs I should be doing, like mucking out and driving tractors in the fields.

"They made me see what actually goes on, and they trusted me as well."

Student of Art History

The Prince is attending St. Andrews University in Scotland. He disclosed that he chose the university first, and his course second. He particularly wanted to study in Scotland, and applied to St Andrews, its oldest university, after falling in love with the windswept town on the east coast of Fife.

"The reason I didn t want to go to an English university is because I have lived there and wanted to get away and try somewhere else. I also knew I would be seeing a lot of Wales in the future.

"And I do love Scotland. There is plenty of space, I love the hills and mountains and I thought St Andrews had a real community feel to it.

Prince William is reading History of Art, but the structure of his four-year course at St. Andrews is such that he does not specialise in his degree subject until the third year, and can change it if he wishes.

In the meantime, he takes a range of courses alongside his art history modules, and intends to pick options with an environmental slant. One he is definitely selecting is geography, in which he scored an A grade at A level.

As a student of art history, William praised his father s talent as a painter:

"He s brilliant. He s very modest about it and he s always criticizing his own work, but I do actually really like it. His subject matter is particularly sensitive – he paints mostly landscapes – and his paintings make a lot of money for charity."

Prints of the Prince s watercolours are on sale worldwide for his charitable trusts, and the originals are exhibited.

"Harry can paint but I can t," explained William. "He has our father s talent while I, on the other hand, am about the biggest idiot on a piece of canvas. I did do a couple of drawings at Eton which were put on display. Teachers thought they were examples of modern art, but in fact, I was just trying to paint a house!"

William says he feels privileged to have seen the Royal Collection, an art collection which is held in trust for the nation by Her Majesty The Queen, and adorns the walls of the royal residences.

"I did do my A-level history of art dissertation on Leonardo da Vinci s drawings, which, of course, are in the Royal Collection, so I was very lucky," he said.

Casual and fun-loving, now towering over his father at 6ft 4 inches, the young Prince excels at swimming, water polo and rugby, and participates in many other sporting activities.

Passion for motor bikes

Although he drives a car, the Prince prefers his motorbike. "I don t know what it is about bikes, but I ve always had a passion for motorbikes ever since I was very small. I used to do a lot of go-karting when I was younger and then after that I went on to quadbikes and eventually motorbikes."

A concerned Prince of Wales worries about William s safety as he indulges a passion for speed and fast motorbikes. But the 21-year-old Prince shrugs off the danger and lives life to the full.

"Riding a motorbike can be dangerous but so can lots of things really. Admittedly there are more risks involved in riding a motorbike than there are with other things, but as long as you ve had sufficient and

thorough training, you should be okay. You ve just got to be aware of what you re doing."

William rides his motorbike mainly at Highgrove and around the country roads of Gloucestershire.

"It does help being anonymous with my motorcycle helmet on because it does enable me to relax," he said. "But I just enjoy everything about motorbikes and the camaraderie that comes with it."

Parental influence

Sensitive to those less fortunate than himself, he now appreciates the value of the time he spent accompanying his mother on visits to hostels for the homeless when younger, and speaks highly of her skill with people. "My mother used her position very well to help other people, as does my father, and I hope to do the same."

William called on his father s critics to give the Prince of Wales a break.

Taking up the mantle of his father, William said Charles had been given a hard time and deserved better.

"He does so many amazing things," said the supportive son. "I only wish people would see that more because he s had a very hard time and yet he s stuck it out and he s still very positive.

"And he s very happy and protective towards Harry and me as well."

William said his father had been a "huge influence" on him, especially concerning rural issues, like organic farming and sustainability, for example.

"I m one of his biggest fans in that sense," he said. "He s been given quite a hard time recently and I just wish that people would given him a break."

Among other issues, William shares his father s concern for the future of the countryside and warned that rural communities were dying partly because of a dearth of affordable housing for young people.

He said: "At the moment there are quite a few challenges facing the countryside. To me one of the worrying things is the lack of affordable housing for the younger generation. If younger people leave, there s no future for the countryside. All the inherited skills you get passed down from farmers, for example, will be lost. But I know this is a problem, beyond the countryside, for young people who are just starting out."

Some months have elapsed since the Prince gave these interviews. He is now three parts of the way through his time at St. Andrews, and no doubt beginning to crystallize his thinking on what he will do next.

We wish him well, and that he will continue to grow in grace and wisdom in spite of the unremitting glare of publicity his position inevitably brings.

Our Freedom Flag

I am glad for our freedom flag,
May it always flutter and fly
In my Australian sky

Mrs. E. Knight
Montmorency, Victoria

DID YOU KNOW

- That Australia has one of the oldest continuous constitution systems in the world? It has been tested in war and peace, in depressions and economic booms.
- That the seven oldest continuous democracies are the United Kingdom, the United States, Switzerland, Sweden, New Zealand, Canada and Australia? Five of them have British origins and five of them are constitutioal monarchies.
- That the most free, tolerant and stable societies in the world today tend to be constitutional monarchies – including The Netherlands, Denmark, Norway, Sweden, Canada, Australia, New Zealand and the United Kingdom?
- That of the 24 advanced democratic economies in the Organisation for Economic Cooperation and Develop ment, half are constitutional monarchies – so the system is by no means unusual?
- That the Constitution Monarchy means that the highest office in the land is beyond politics. It denies ultimate power to politicians and helps to keep political power under check.

Australia's Federal Constitution Brochure

The new updated brochure is now available for distribution.

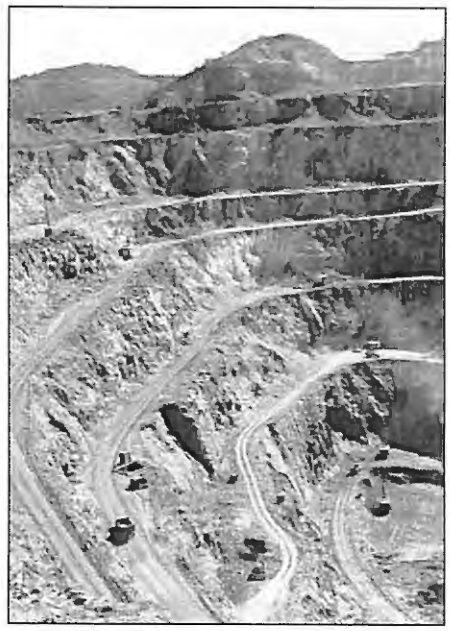
$7 per 100 copies

Order your copies from:
The Australian Heritage Society
PO Box 582, Lakemba NSW 2195

MOUNT MORGAN MINING
A NOTABLE MINING ERA

By Gerald Patch

In *"Operations of Mount Morgan Limited, Mount Morgan, Queensland"*, (A Report on the Eighth Commonwealth Mining and Metallurgical Congress, Australia and New Zealand, 1965), there is contained some valuable history on this once-famous copper and gold mining centre, which is situated on a plateau of the Dee Ranges, 250 to 300 metres above sea level, and approximately 40 kilometres south-west of the central Queensland city of Rockhampton.



THE Dee valley, in which the town of Mount Morgan is situated, was explored in 1853 by the Archer brothers, who later settled in the Rockhampton district. Several years later, opne Hugh Robinson established a station which occupied the greater part of the Dee valley. One of the station stockmen, William Mackinlay, who was interested in prospecting, is credited with the actual discovery of Mount Morgan. Although he failed to interest anyone in the specimen of rock which he had taken from the mountain, he nevertheless persisted in the belief that the ore was rich in gold, and he and his family kept the location of their discovery a close secret.

The Secret divulged

Sandy Gordon, the son of an early settler in the Dee valley, became friendly with one of Mackinlay s daughters, who one day divulged the family secret. Her enraged father disowned her, and she presently married Gordon who, because of his reported intemperance, soon lost his job with his employers, the Morgan brothers. Mrs. Gordon pleaded with the Morgans on her husbands behalf, and finally offered to show them the gold ore if Sandy were re-employed. Her offer was accepted, and in July 1882 two of the Morgans, accompanied by Sandy, set out on their prospecting expedition.

According to the Morgan s account, the party was looking for a silver mine and by mere chance, Ned Morgan cam upon "Ironstone Mountain", as it was then called, where he discovered rich gold ore. The Gordons, on the other hand, disputed this, and maintained that Sandy was cheated out of his rightful share. It is recorded that, besides being retained in the Morgans employment, he was given a gratuity of "£20 and a bottle of spirits".

The "Old Company"

The three Morgan brothers renamed the mountain "Mount Morgan", and formed a syndicate together with three Rockhampton businessmen. This existed until 1886, when the "Mount Morgan Gold Mining Company Limited", now referred to as "The Old Company", came into existence. Operations were most successful until the close of World War I, when the price of copper began to fall and costs of mining began to rise. A scheme for mining the ore body by open-cut methods was considered, but was abandoned after an unfavourable report by an eminent American mining engineer.

In 1927, "The Old Company" went into voluntary liquidation. During the 41 years of its existence, "the Old Company" had treated 9,307,000 tons of ore containing 5,345,000 ounces of gold and 140,000 tons of copper.

Open-cut mining

As a result of the courage and faith of one Adam Alexander Boyd (General Manager of the Mount Morgan Gold Mining company Limited), who had not agreed with the overseas expert s report that it would be unprofitable to mine the Mount Morgan ore body by open-cut methods, Mount Morgan Limited was floated in June 1929. However, confronted with falling copper prices and lack of finance, the company experienced a difficult beginning. Prospects brightened in 1932, however, when the price of copper began to rise and, at the same time, the then Prime Minister, the Rt. Hon. J.A. Lyons, announced that his government was prepared to assist the metalliferous mining industry. In the same year, the State government made a loan of £15,000 to the Company, which was repaid within eight months. Production began to increase, and favourable public interest was attracted. In 1939, a smelter was installed, and blister copper was produced at Mount Morgan, whereas previously the gold-bearing copper concentrate had been bagged and shipped to Tacoma, Washington, U.S.A. for smelting.

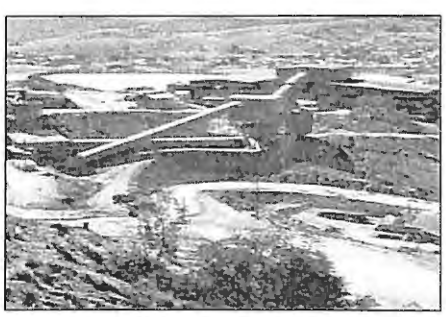
4.1 million tons a year

Thus, from a modest beginning in 1929, the scale of operations of the open-cut was increased steadily, until by 1965 4.1 million tons/year of total material were being mined, yielding 7,000 to 8,000 tons of copper and 70,000 ounces of gold, valued at nearly £4,000,000.

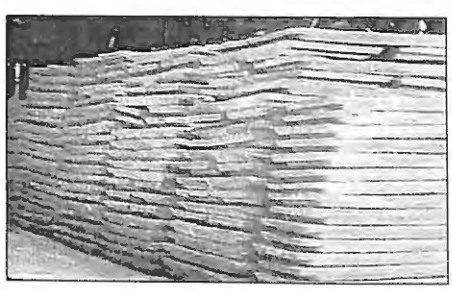
A list of Mount Morgan and district hotels, past and present, indicates that at the height of Mount Morgan s development as a mining centre, there were twenty-seven hotels trading, compared to four today.

Struck Oil, six kilometers north of Mount Morgan, is listed as having had three hotels. One was the Erinholm Hotel, the only record of which is in Pugh s Queensland Almanac and Directory for 1904, which says "Erin-Holm hotel (Dee River Rush – 7 miles)". The Diggers Rest Hotel ceased trading about 1917, and

Mountain top open cut in the nineties



Mt Morgan no. 2 mine



Blister copper bars awaiting dispatch from the smelter

was later pulled down and the Clarence Hotel ceased trading as a hotel after the decline of Struck Oil as a mining centre in approximately 1907, and was later pulled down.

The Miners Arms Hotel and the Australian Hotel were the first hotels in Mount Morgan, and they were both pulled down by about 1906. The Australian was originally named the Mundil Creek Hotel. The list indicates that the first hotel to have been pulled down was the Mount Victoria, Mount Victoria being the small settlement about 8 kilometres south-west of Mount Morgan. It is thought that this hotel was pulled down around 1897.

The Shamrock Hotel was pulled down in the late 1920s and erected as a hotel in the town of Goovigen, and the Royal Hotel was pulled down around 1928 and erected as the Royal Hotel in the town of Thangool, where it burnt down on September 12, 1979.

Swinging Bridges

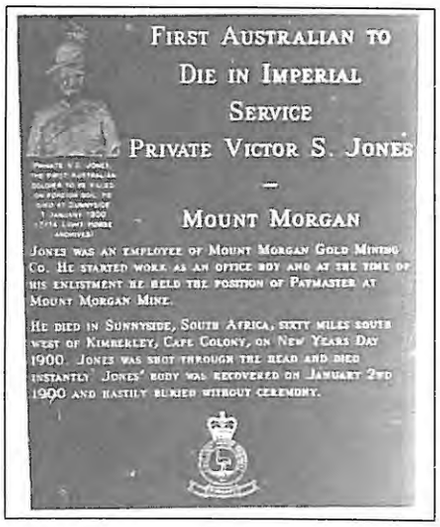
A story on the early days of Mount Morgan would not be complete without a mention of its suspension bridges. In the 1890s there were six pedestrian suspension bridges (sometimes referred to as "swinging bridges") constructed over the Dee River, to give pedestrians easy access to the mine and town, especially when the river was flowing.

Number One bridge was converted to a pile-supported bridge at some unknown date, and was washed away by a flood on April 21,1928.

Bridge Number Two was built around 1891, and was dismantled in 1904 after the construction of a traffic bridge. Bridge Number Three was also destroyed by the 1928 flood, and Bridge Number Four suffered the same fate. Bridge Number Five was very badly damaged in the 1928 flood, but was rebuilt in 1937 by the Mount Morgan Shire Council.

Bridge Number Six was also destroyed by the 1928 flood. A tender was accepted by the Mount Morgan Shire Council to rebuild the bridge, but the bridge is now neglected and in a very bad state of repair.

A suspension footbridge has recently been constructed across the Dee River in honour of the first Australian soldier to die on foreign soil, Private Victor S. Jones of Mount Morgan, who began his working career as an office boy with Mount Morgan Gold Mining Company. He fought in the Boer War and died in Sunnyside, South Africa, on New Years Day 1900, after being shot in the head. Jones body was recovered on January 2, 1900, and hastily buried without ceremony.



Gold Discovery in Australia

by J.J. Doyle

The first "find" of gold was a tragic fiasco. In August 1788 a convict named Daley reported that he had found gold and to prove it produced a clod of earth in which glittered some particles of yellow metal. A goldsmith pronounced it gold and amid general excitement Captain Campbell and a party of marines took Daley down the harbour to the site. He led them into the bush and whilst they were eagerly looking for gold he slipped back to the boats, seized one, and rowed himself back to the settlement. He announced that Captain Campbell was amazed by the richness of the strike and had sent him back for a strong guard. Everyone believed him; he was a hero of the hour and no doubt was as liberally refreshed as circumstances of the colony permitted. Just as the guard was setting off Captain Campbell returned, tired and angry, having found nothing. Daley fled before his wraith, but after a night in the bush returned hungry to the camp. He still swore that there was a mine. Officers and convicts alike wanted to believe him. Now he had the less credulous Phillip to deal with. He was sent back to the supposed mine under arrest. Lieutenant Johnston was prepared to shoot him if he tried to slip away again. The party searched, there was no gold. Daley at length broke down and confessed that he had manufactured his specimens by melting down some fragments of old gold and mixing them with earth in the hope that he would be rewarded by a pardon and free passage home. Instead he received 300 lashes and had to wear a canvas coat emblazoned with the letter "R" for "rogue". He came to no good. The following December he was executed for thieving.

Source: pg 249, ***A History of Australia*** **by Marjorie Barnard**

THE DEJA VIEW

By Laura Neilson Bonikowsky

A glimpse into the early history of Social Credit in Canada is provided courtesy long time Social Crediter, Wally Klinck, reprinted from The Edmonton Journal of August 22, 2003.

"It is the duty of the State through its government to organize its economic structure in such a way that no bona fide citizen, man, woman, or child shall be allowed to suffer for lack of the bare necessities of food, clothing and shelter, in the midst of plenty or abundance." –

William Aberhart,
Social Credit Manual, 1935.

WITH this doctrine, William "Bible Bill" Aberhart s Social Credit Party formed the world s first Social Credit government in Alberta on August 22, 1935.

Aberhart has been described as an energetic, hard-working man of conscience who truly cared about others. He was also deeply religious, a Christian fundamentalist and evangelist who preached fire and brimstone on his Sunday radio program, *The Back to the Bible Hour*. His proselytizing became as much political as religious.

Aberhart reasoned tbat, if a thing were morally correct, then the state should do it. But his methods for establishing the Social Credit government that ruled Alherta for 36 years were nothing short of manipulation.

As the 1935 provincial election approached, drought-ravaged and Depression-weary Albertans looked for relief. The economy, still suffering the effects of the 1929 stock market crash, was as arid as the farmers fields. Both federal and provincial governments seemed incapable of doing anything.

Aberhart deflected blame for the miseries of the Depression away from the drought and the economy and toward the "50 big shots in the East" – the corporate world and seat of government in far-away Ontario. The former he could do nothing ahout, but the latter he could quell with his Social Credit policies.

People struggling to scrape two nickels together were eager for any glimmer of hope. The charismatic Aberhart seemed to offer them that hope. Or perhaps it was the $25 per person monthly "basic dividend" he offered that appealed. Aberhart s promise bought the party a landslide victory; the Social Credit party took 56 of 63 seats in the election.

During the Depression, as he saw people struggling with poverty, Aherhart was attracted to the economic theories of Major C.H. Douglas, a British engineer described as a "fascist-cum-social-engineer." Douglas sought to understand why poverty exists "in the midst of plenty," noting that the total wages paid to individuals who produce the economy s goods would always be less than the total retail cost of those goods. He postulated that all citizens have a right to the wealth jointly produced by their society, but they are robbed of it by the financiers controlling the monetary system.

Douglas suggested that the situation could be corrected through social control of banks, paying people a "cultural dividend" – a social credit – and redistributing the nation s capital among the population.

Aberhart took what he wanted from Douglas theory, seeing it as an alternative to socialism because it did not advocate state ownership of industry. He ignored the rest, including Douglas assertion that "centralization is being fostered everywhere and from the same source and with the same object – world domination . . . The swift progress toward state capitalism everywhere has Jewish finance at the apex of the pyramid."

When Douglas learned of Aberhart s use of social credit theory, he declared Aberhart "a lunatic who had misread" his work. Aberhart responded that it was Douglas who had erred.

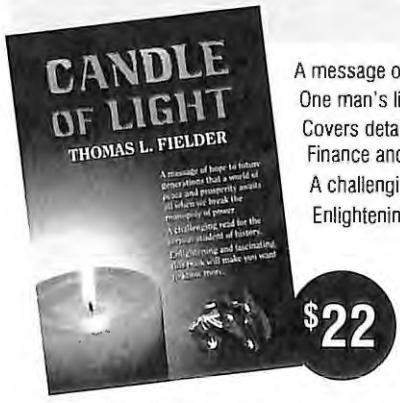
Aberhart had not envisioned a change in government. He formed the Social credit League to promote economic reform to the United Farmers of Alherta (UFA), the party in power. When the UFA declined to be advised by Aberhart and his group, Aberhart formed the Social Credit Party whose representatives contested the 1935 election. The party won by a large margin and Aberhart, though he had not presented himself as a candidate but because he was the party leader, was appointed premier by Lieutenant-Governor William L. Walsh.

In 1935 William Aberhart gave hope to a drought-ravaged and Depression-weary province with the offer of a $25-per-person monthly dividend.

Aberhart made a covenant with Albertans, publishing thousands of contracts promising monthly dividends in exchange for "co-operating most heartily with the government of Alherta" and "working whenever possible." No dividends were ever paid out. Even though Social Credit failed to keep its promises and made no impact on federal economic policies, Albertans loyally continued to elect it until 1971.

Laura Neilson Bonikowsky is the Associate Editor of The Canadian Encyclopedia. To learn more about Social Credit and William Aberhart, consult The Canadian Encyclopedia at www.histori.ca)

ESSENTIAL READING



$22

A message of hope to future generations that a world of peace and prosperity awaits all when we break the monopoly of power.
One man's life study of history, common beliefs and their manipulation by powerful forces of darkness.
Covers detailed analysis and viewpoints on many interesting and controversial topics: Philosophy, Government, Political Power, Finance and debt, Health, Individual Freedom
A challenging read for the serious student of history.
Enlightening and fascinating, this book will make you want to know more.

Prices include postage and handling.
Available from: **M.E.A. Box 248, E. Caulfield, Vic. 3145**
or **The Australian Heritage Society, PO Box 163, Chidlow WA 6556**

Also by Tom Fielder
Collectors' Edition
I FLEW, I FELL, I SURVIVED
The story of an Australian Aircrew Prisoner of War

$58

REGIONALISATION - A RESPONSE

Anthony Cooney

This letter was sent to the Archbishop (R.C.) and Bishop (C of E) of Liverpool and to Bishop Vincent Malone (R.C.) in response to their invitation to the laity to contribute to the debate on the establishment of a North West Regional Assembly. Little was made of the outcome, but it is understood the response was one of rejection.

1) Definitions:

It depends upon (as the late C.E.M. Joad always insisted) what is meant by "Devolution" and "Regionalisation". The Scottish Parliament and Welsh Assembly are examples of Devolution, but not of Regionalisation. Scotland falls naturally into three regions, Lowlands, Highlands and Orkney and Shetland, and Wales into two, North and South. Scotland and Wales are Nations, not Regions, and have rightly been treated as such for devolution purposes. Would not a similar treatment of England be sufficient devolution for England? A country with a smaller area than the State of New York scarcely needs further devolution other than an English Parliament. One wonders why England should be subjected to a partition from which Scotland and Wales are exempted.

2) Particularism:

Consideration must be given to where "Regionalism" will lead and where it might be expected to end, There is already anecdotal evidence of centrifugal forces being unleashed by current regionalisation.

For example, two years ago my wife and I followed the pilgrim route to Compostella, which took us through Castille and Leon. They have been a single province for a thousand years, and recent devolution of government in Spain recognized the fact, organizing them as a single *"Junta"*. We noted all along the route through Leon, the slogan *"Leon Solas"* painted on walls. There is, it seems, a movement for further devolution. The same process is at work in the Balearics where there is a movement for secession from Catalonia. In the Gower Peninsula, since the advent of the Welsh Assembly, there is a growing emphasis on "West Wales, " as a region distinct from "South Wales". I understand from correspondents that there is a strong and growing "autonomous region" movement in the Shetlands, the Shetlanders rejecting the notion that they are "Scottish". The more extreme view among the secessionists is that the Shetlands, ethnically and geographically, have more in common with the Faroes than with Scotland, and should seek association there. In Beaune, I find that the name of the "Department", "Cote Dor", a legacy of the Revolution, has all but vanished. Burgundy is Burgundy and

Paris appears to be becoming a nasty word.

In short, "Regionalism" once released, may not be simply a neat administrative device, but a powerful force for fragmentation and particularism. After the experience of the resistance to the "civil" counties as opposed to the "real" counties (which the Post Office was eventually obliged to acknowledge), this aspect should not be dismissed as irrelevant or "something which will soon pass". The territorial instinct is a strong evolutionary imperative.

3) What is a "Region"?:

If England, unlike Scotland and Wales, is to be subject to a Regional devolution, what regions? In the 'eighties the "Regionalist Association", after due consideration rejected the idea of "Regions" based on major cities and connurbations. It equally rejected the idea of arbitrary regions drawn on the map by Whitehall, and after the experience of the "North East Region" and its "Commissar", D.T. Smith, in the 'seventies, who could blame them? But this appears to be the model the Government favour.

The Regional Association, giving due weight to the cultural and psychological forces involved, came down in favour of an historic regionalism, i.e. devolution of *legislative* as well as *administrative* powers, to the historic kingdoms – Northumbria, Cumbria, Mercia, Wessex, Cornwall, Anglia and Sussex. This *organic* devolution is the kind which has most *popular* support, especially Northumbria, Wessex and Cornwall. One would not expect it to be viewed sympathetically by the present government and its chronolatrist supporters, nor by the alternative parties. It does seem to me that there is a dishonest trading upon this sentiment to represent it as support for an outcome which is completely other than people suppose. The church leaders should be clear what sort of "Regionalism" is contemplated and what sort will be acceptable to the people.

4) A Cold Peace?

Given the hostility toward the English in Scotland and Wales, which has manifested itself since devolution and which appears to be an unforeseen result of that devolution, the question must be faced as to whether devolution *within* England would not be divisive, releasing forces which now sleep under a more or less friendly County rivalry. A divisive factor, unexpected and unlooked for, would be the economic absorption of the southern regions in the prosperity of the "Golden Triangle" of the E.U. from which the Northern Regions, by the very fact of regionalism, would have no *necessary* share.

5) Over-Government:

The next question is entirely practical. *What will these Regional Assemblies do?* That is, what will they do which is not already done by the existing local government structure of County and District Councils, or, alternatively, by Whitehall? It is easy to say that such and such a desirable result will follow the establishment of regional government. It is equally easy to say that it wont! Will we get a mere duplication of function and services?

I am cynical of the idea that Whitehall will gladly hand over powers *and* lose positions and promotions. Will we have Whitehall "Departments of Regional Co-ordination", "Regional Policy Units" etc., etc., happily absorbing the redundant civil servants (and more besides)? The process, in reverse, is probable in Local Government also, as by Parkinsons Law, the job expands to fill the time available. Will not the L.G.Os strive to preserve their territories and livelihood? Whilst a case will remain for retaining the District Councils, my feeling is that the County Councils will become redundant with their competence transferred to Regional Assemblies. This will result in *less* local control and participation by the people.

But leaving aside these gloomy predictions, the simple question is: *Will regional government mean more, or less government?* You may or may not agree with me that Great Britain is already a much over-governed country, but this is a matter church leaders must weigh seriously. Is another tier of government, slid in between County Hall and Whitehall, really necessary? Will it do more than satisfy the appetite, which we all share, for the *logical unreality* in preference to the *illogical reality?* And what will it cost?

Reading your letter to Mr. Prescott as it is reported in the "Catholic Pictorial", I have the feeling that in his commentary upon it, Mgr. Divine is falling into the trap of believing that saying a thing will happen (for example "there will be greater participation") is the same thing as it happening. *It is not*, and the voter turnout in both local and national elections suggests that it is unlikely. I would argue here that increased scope for Ward Bosses and failed politicians to fill new offices and "participate", is not the same thing as the "greater participation" of "ordinary" people. The "Taminy Hall" experience of Scotland and Wales is not encouraging.

6. There is also the question of democracy and accountability:

It appears that these regional assemblies will not be elected by the people, but will be nominated. What sort of person will be nominated? Clearly the "activist", whether in politics, trade unionism, administration or business, especially of the "middle man" sort. In other words the North East Region and D.T. Smith scenario all over again. You have, rightly, insisted that only elected assemblies will be acceptable, but does the government, impelled by its own ideology of "Modernism", really care what is acceptable or not?

7. The Devolution we already have:

The Duchy and County Palatine of Lancaster, it may need stressing, already has a degree of autonomy. The Head of State in the Duchy is the Duke of Lancaster, who also happens to be the Queen. Our magistrates are appointed, our juries called and our wills probated by the Chancellor of the Duchy (which is a cabinet post) and not by the Home Office. The preservation of this autonomy, which is a perhaps small but nevertheless valuable check on Whitehall, and which may have a future importance not now apparent, should be insisted upon.

8. The Europe of a Hundred Flags?

The relationship of the proposed regions to the E.U. is too complex to deal with here, nevertheless there are some points worth making. There is the obvious fact that the E.U. Commission is a tier of government which makes a further tier (Regional Assemblies) even less desirable.

There is the fact that National governments can offer stronger resistance to the *apparats* of the E.U. than could Legislatures.

The reduction of the Nation States to collections of provinces, individually powerless against the Commission is a *policy* objective of centralized European power.

The creation of provinces, or "regions", straddling National frontiers is part of the process.

I would place some significance upon the fact, known to me, that the slogan "The Europe of a hundred flags" was coined in Germany, in the 'eighties, by what is usually termed "The extreme Right". Possibly the coining was the work of the "intellectuals" of the *Thule* Society centred in Munich, but admittedly I can only say that it bears their stamp, the crooked cross.

"The Second Fleet"

by J.J. Doyle

The second fleet was a sad and sorry affair. It was made up of three ships, the *Surprise*, *Neptune* and *Scarborough*, bringing 1017 convicts. Of them 267 , or 26 per cent , died on the journey and more than 400 sick were landed , some of them dying as they were taken out of the ship; about 81 others died in the emergency hospital accommodation that had to rigged up to receive them . Most of the survivors never fullv recovered their health after the ordeal. Both the counts of suffering of these unfortunate men and women who were emaciated, starving, racked with fever, defaced by scurvy, and with not even a blanket to cover them. So great was the callousness of the masters that the bodies of those who died on the passage up the harbour were thrown "Into the harbour and their dead bodies caste upon the shore, and were seen lying naked on the rocks."

The reason for the difference between the two fleets was that with the second fleet the government had reverted to the bad old system of handing the convicts over to contractors, who in turn passed them to the masters of transports. Payments, in this instance 17 pounds 7 shillings and 6 pence, a head, was to be made on the convicts embarked in England, not on those landed in Sydney. It was more profitable to the masters for convicts to die than to live, for the surplus rations could then be sold at a high profit in Sydney. The government had made a generous contract setting out rations to be issued. These, on paper, were better than those allowed the prisoners on the first fleet, but as he died during the passage there was no check on the avarice of the masters. The worst of these was Donald Trail of the Neptune. Soldiers coming off the Neptune lodged information against him and he was tried in England as soon as he could be caught.

Sydney Cove 1788

Source "A History of Australia" by Marjorie Barnard

Roses, Roses

From Eleanour Sinclair Rohde s Rose Recipes from Olden Times, first published in 1939

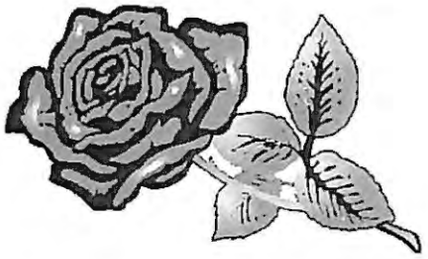
IN the days when Roses were valued more for their fragrance, sweet flavour, and medicinal virtues than for their beauty the petals were used in countless ways.

Most folk associate flower recipes with old vellum-bound volumes and regard the recipes therein contained as being of little more than antiquarian interest. Indeed, the phrase "Rose recipes" conjures up visions of sixteenth and seventeenth century still rooms, busy housewives and attendant maids in picturesque costumes bringing in great baskets of freshly gathered Roses. It is true that many of the old recipes, or "receipts" as the word was more commonly spelt, are too complicated for these hurried times but many are simple and practical.

Even in the days of our great-grandmothers to whom Roses were of less account than to their forebears these flowers were used for many delightful confections. They made syrups, jellies and conserves of Roses, they crystallized the petals, they flavoured sugar with Roses, they made fresh rose-water to wash their hands, they preserved rose-buds in order to have freshly blown Roses in mid-winter, honey of roses and rose lozenges were favourite confections, the wealthy made Rossoly and Roset, snuff was scented with Musk roses, little bags of dried rose petals were laid among fine linen, powdered petals were incorporated in home-made candles, rose petals predominated in pot-pourris and sweet bags, wine and vinegar were flavoured with Roses, in perfumes and sweet water Roses were usually the chief ingredients and rose petals were used medicinally in many ways.

Think of the millions or roses wasted every year! What our ancestors would have thought of such waste it is difficult to imagine. Pot-pourris are still however almost universally appreciated, sweet bags might well be revived, there are many dainty rose confections that even the busy modern housewife can find time to make and some of the rose cosmetics are delightful to use.

For many of the recipes dried or powdered rose petals are required and as with all flowers the way they are gathered and dried makes a great difference. They should be gathered when the dew has dried off them but before the sun is at its height. The slowest and most unsatisfactory way of drying them is to spread the petals out on a table: the best way is to spread them out on large wire



sieves of the type used in confectioners shops. Flowers to be dried should not be exposed to sunlight. By using sieves the air circulates all round the petals and consequently they dry more quickly. It is essential to use sieves with a small mesh, otherwise the petals as they dry are apt to fall through. Netting fastened to a wooden frame is an admirable substitute for a sieve. When perfectly dry the petals should be rubbed to powder and stored in closely stoppered bottles. If exposed to the atmosphere for long, especially in winter, the petals naturally absorb moisture and soon become useless.

Dried rose petals figured largely in the old sweet bags used not merely for scenting linen but to hang on wing armchairs. The mixture of dried Rose petals, mint leaves and powdered cloves recommended in Rams Little Dodeon (1606) has a most pleasing fragrance. You are recommended to "take it to bed with you and it will cause you to sleep and it is good to smell unto at other times". Musk was formerly more popular than it is now and it figures in many recipes for sweet bags.

In Elizabethan times they dried petals whole in sand. Unlike petals dried in the ordinary way those dried in sand come out scarcely wrinkled and a far better colour. Roses, Carnations, Marigolds, etc., can all be dried this way and a bowl of them in varied colours is charmingly decorative in winter. Spreading a layer of sand and a layer of petals alternately in a large stationery box works well. Of course no lid must be put on or the moisture could not escape. Stand the boxes in a hot linen cupboard for quite a week and by that time the petals are perfectly dry. The petals should be stored in airtight tins or stoppered bottles till wanted. In winter the petals keep dry and absorb no moisture if the bowls containing them are stood near hot pipes.

Pot-pourris may be roughly divided into two groups – those that consist merely of dried flowers and have therefore a faint perfume and those that are more richly scented by adding essential oils, etc. The pot-pourris commonly sold are usually sprayed with a mixture of perfumes and when these have evaporated the scent of the pot-pourri is scarcely noticeable. Personally I far prefer the soft delicate scent of a pot-pourri that consists solely of dried flowers and aromatic leaves with perhaps the addition of a little orris, allspice, etc. the leaves of the Rose geranium, Rose root (Sedum rhodiola), the scent of which is almost indistinguishable from the scent of old roses such as the Apothecary s Rose, Lemon Verbena, Sweet Briar, Honeysuckles, Philadephus, Heliotrope or Cherry Pie as it is more commonly called, Carnations and pinks, Woodruff, the scent of which when dried resembles new mown hay, and a few of the sweet herbs such as Lavender, Southernwood (sometimes known as Lad s Love or Old Man), Balm, Rosemary, Sweet Marjoram, Mints, etc., are amongst the best ingredients for a pot-pourri. For those who like a spicy pot-pourri, powdered Coriander Cloves and Allspice can be added. A little sandal wood is also pleasant, but should not be overdone. Meadowsweet is not commonly dried for pot-pourri nowadays nor is its scent much appreciated, but we have Parkinson s authority for it that it was Queen Elizabeth s favourite stewing herb.

What we call moist pot-pourris were formerly called by the prettier name of scent jars. Instead of the modern labour-saving method of spraying the flowers with various essences, such as essence of Rosemary, oil of cloves, eau de Cologne, essence of Verbena, Rosewater, essence of Heliotrope, oil of Cinnamon, etc., the flowers were more or less pickled. Pot-pourris of this kind were made in deep big crocks and the proportions were about half a pound of bay salt and a handful of coarse kitchen salt to two pounds of flowers. The petals and salts were strewn in layers about half an inch thick and on top was placed a wooden lid with a weight on it to keep the whole well pressed down. After a week the mixture was spread out to dry but not in the sun. Then the dried leaves such as Verbena, Rosemary, Lavender, etc., were added. Last of all the spices were added, usually bruised cloves, powdered Allspice, Coriander, Cinnamon broken in small pieces allowing two or three ounces of spices to every pound of the pickle. For six weeks the whole was stored in an airtight jar, after which a few drops of some essential oil were added. . .

Of all sweet waters to wash in the pleasantest is, I think, freshly made rose water. It smells, not of roses, but of pot-pourri of roses. Most wash-stands

in Victorian times included a small dainty basin and equally diminutive jug. In country houses these were commonly used for rose water. Twentieth century guests are as appreciative as those of the last century when they find a small jug of freshly made rose water awaiting them. And making this fragrant water takes only a few minutes and costs nothing beyond the trouble of gathering the roses. Gather about two pounds of scented petals before they fall, put them in a lined saucepan or preferably an earthenware pan and just cover with cold water, preferably soft water. Bring slowly almost to the boil, then leave till cold and strain off the water. If only dark red roses are used the water is a very pale pink, but roses of other colours will turn the water a brownish-yellow. In any case the water is faintly but deliciously fragrant for quite two days. Rose water made from deep red scented roses is I think the best. Rose vinegar which fastidious French women use to allay headaches is very simple to make. A jar of the best white wine vinegar is half filled with rose petals and these are left to steep for twenty-four hours, preferably in the sun, and then strained off. A handkerchief dipped in rose vinegar laid on the forehead is most cooling and refreshing.

Roses shed their petals unheeded nowadays, but in olden times they were carefully garnered day by day and dried. Powdered rose petals can be used in many ways. They make, for instance, a pretty decoration for junkets, custards, etc. Fresh rose petals finely chopped and mixed with other edible flowers such as nasturtiums, borage, carnations, marigolds, etc., are a most pleasing addition to a salad for the flavour is unusual and the mixture of colours of the finely chopped petals looks gay. Rose petal sandwiches were a favourite dainty for tea in Victorian times. Dark red roses are the best to use for this purpose with very thickly cut brown bread and butter. Home-made bread and real country butter or thick cream are of course the ideal.

Sugar flavoured with roses was evidently very popular in olden times, for recipes for this confection figure in almost every sixteenth and seventeenth century cookery book. It is a slow process for it is made by pounding white sugar with double its weight of rose petals. Candied or preserved rose petals are amongst the daintiest sweets and the easiest way of preserving them is with white of egg. The process is simple, but requires dainty fingers and leisure. The white of the eggs to be used should be beaten but not to a stiff froth, and then with a clean new paint brush each petal should be coated on both sides. Then spread out the petals carefully on a large dish and powder with castor sugar. Turn each petal separately and dust the other sides with sugar. Choose a hot summer day for this candying for the roses should be dried in the sun for about an hour. When quite dry and crisp arrange the petals in layers in an airtight tin, putting stiff white paper between each layer of petals.

Rose petal conserve and jelly are confections fit for Titania and should be served in the daintiest jars. Although fresh petals may be used, the rose flavour is strongest if dried petals are used, and of course the roses used must be scented kinds.

Even wild roses were not wasted formerly.

Do-it-yourself Rose Potpourri

Colleen Pepperell

Why not have a go at making your own Rose Potpourri? Simply spread your rose petals on a tray or basket. I sprinkle good quality rose talc on the bottom as this stops the roses sticking. Put them in the shade, in a warm dry place and move them around occasionally. A hot-water cistern cupboard is a great place.

When preserving whole roses, it is best to use half open blooms and buds, as full-blown ones usually fall apart. As they dry put them in a basket on top of the cistern if you can, not forgetting to move them around a little now and again. You can also dry blooms in your oven, if you select a very low heat. Lay them on Gladbake paper-covered oven trays. Dont use talc at this stage. Set out your roses so they dont touch each other, and check them at least every half hour, which allows the steam to escape. This process may take two to five hours. When complete, sprinkle with talc on baskets and leave for several days in a warm, dry place.

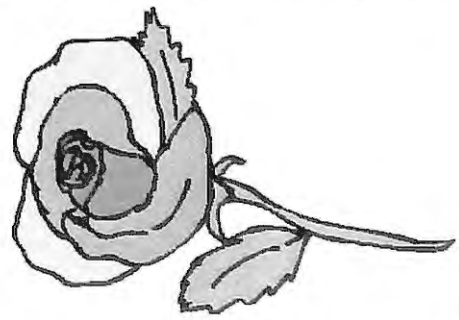
I use any reds, bright pinks, orange or 'blue roses. Yellow, white and pale pink usually go brown. The tiny white banksia rose is great, though – holds its white colour and has a lovely perfume.

Accompany your roses with rose geranium and eau-de-cologne leaves, which dry out easily. You can buy orris root and Spanish moss to go into your potpourri, you don t need much and they absorb the perfume and preserve it. Bay leaves, cinnamon and cloves can also be added.

Never leave your potpourri – particularly when wrapped – in the sun, as it will sweat and the result will be disastrous!

Gently mix all together, except the dried roses, which are saved for decoration. Drip some rose or rose geranium perfume through your mix. Rose perfume is very expensive – about $25,000 a lire (!), so I use Rose geranium.

For gifts, I put this potpourri in small baskets or dishes, with one or two preserved roses on top. Covered with cellophane or Gladwrap, and tied with a petty ribbon or bow, they make very classy gifts.



BOOK REVIEW

John Brett

In Defence of Australia s Constitutional Monarchy

Published by The Edwin Mellen Press, PO Box 450, 415 Ridge Street, Lewiston NY 14092-0450, email: cs@wzrd.com

By Philip Benwell

ALL around the world traumatised voters are looking for a "Priest King" who cannot be bought with their life or money. Presently Australia seems to be the best destination on offer, not that our voting system has produced somebody better than in other nations. The whole of our short national life, resting on top of our Constitutional foundations, has revolved around the concept of a "Priest king", in the arrangement of an institutional Crown, currently personified in Her Majesty Queen Elizabeth, but executed through her nominee the Governor General.

The most expensive and reliable voting system in the world is executed by those voting with their feet, but all people in all time in every place on earth instinctively seek to throw up a "Priest King" as a leader, or seek one out. When the Republican Power movement asked Australians to change to a Republic in 1999 by way of voting at a referendum they forgot, or thought nobody would notice, that millions of voters had in fact fled Republics from around the world to shelter here.

Polls showed that only 18% of Australians knew we had a constitution. Australia had been asleep for 100 years on the best made constitutional bed in history and only a handful of indigenous Australians knew about it or were prepared to defend it, almost unarmed. Australians are good at defending against an external enemy, but an internal. enemy is much harder to grapple with. Amongst those few who were to give their expertise and a big portion of their life, at great financial cost, to defend this precious heritage that so many have sought shelter beneath, was Philip Benwell.

Philip Benwell is an extraordinary person by any measure. He is the national chairman of the Australian Monarchist League, an association dedicated to defending the position of the Monarch in our Constitution, as well as the principle of Monarchy. Like so many individuals in our long history he knows what is 'right , what works, and how to defend it, without ever having to go to a "school". This book is not conventional in the sense of telling us a story or history, but a compilation of the speeches and essays he wrote during the Republic battle of the 1990 s. These would have had an enormous influence on his audience, supplying them with the essential ammunition day by day as the battle progressed to the final victory.

Throughout the battle in the 90 s there was so little literature available to the voter in the street, about what it is we possess, that they want to take from us. What did appear arrived late in the battle and distribution was not easy to a population who were not interested in change, much less the battle. On top of that problem was the enormous influence and ease of sorting it out via the TV. Had this book of Philip s been available during the battle we would all have been so much better equipped, as were the few who heard these valuable speeches at the time.

As I read this book, I started writing an index of all the useful, material that he makes available as 'one liners , sentences or paragraphs, but that index is now 25% of the book!

One of the last quotes that appealed to me, having lived through the era, was Dr. Goebels famous minute to Adolph Hitler, which went- *"It doesn t matter how many lies we tell, because once we have won, no one will be able to do anything about it".* Seventy years later, on the other side of the world, *"Never ever will we have a GST!"* But in the beginning he describes the formation of the Monarchist League in these words: ".... It was felt that an organisation needed to be established to support the principles enshrined in the Monarchical system, and thus it was that the Monarchist League was established to promote the concept that the stability and political impartiality inherent in a soundly-based Monarchy will always secure for its people freedom from civil or military dictatorship and ensure a genuine concern for the welfare of the entire community".

Where is a republic that can make that claim?

Talking about the Coronation oath, he makes the point that . . . "Her Majesty has never broken that oath". "I need not remind you of the many politicians throughout the world who have and will continue to lie to the people". Then, quoting the Duke of Edinburgh . . . *"Our aim is to be useful and if people ever begin to think the opposite, then it is time for us to go without a row."* From Walter Bagehot in 1860: *"The sovereign has, under a Constitutional Monarchy such as ours, three rights: the right to be consulted, the right to encourage and the right to warn."* (The same as every parent in the world! - Ed) "these safeguards are the only protection the people of Australia have against the excesses of those with political power!"

The whole thrust of the republican agenda is to get rid of the Monarchy, but they are thwarted by the constitution itself, which Philip reminds us, "Under our present Constitutional Monarchy it takes a vote by the people NOT THE POLITICIANS to remove the Queen . .. I am afraid that Australians do not really appreciate our safe and secure system of government by Constitutional Monarchy. Our freedom came to us far too easily for us to have much respect for it". While the republicans are insisting we get rid of the Monarchy because it is "foreign", they conveniently forget about the foreign corporate takeover of Australia. "Already our governments have entered into several thousand treaties manipulating the constitution to override the autonomy of our otherwise sovereign States and allow United Nations committees to sit in judgment over Australian law. This subversion of our Constitution constitutes a far greater threat to Australia s sovereignty than the fact that we share our Sovereign with sixteen other realms."

Philip is at his best when dealing with the media. This one paragraph says it all: "Our fight however is not just against the Republicans. Like the poor, they have always been with us. No, our fight is against the wealthy, the elite and the politicians of all parties combined together in an unholy alliance actively supported by our foreign dominated media with the sole intent of coercing us into a republic" . . . "The Australian Monarchist League is fighting a republic because our Constitution was not forced upon us by Britain, but was devised by Australians to suit Australia. It has protected our democracy for nigh on a hundred years. It has made us, one of the youngest nations on earth, into one of the oldest democracies and just because our Governments are forcing a wedge between our peoples we are not prepared to trade our heritage for the worthless scrap of paper that would be our republican constitution."

Those quotes are the best from the first quarter of Philip Benwell s book. The republicans would call this book "a weapon of mass destruction", and not be lying, as they are wont to do.

There would be few better sources of reference from which to obtain Constitutional Monarchical defence material, and it is an excellent read for converts like myself. But unless the Republicans are misguided enough to have another referendum, perhaps its best place would be in the library of law students and students of our Constitution. For posterity it is a very valuable and information-packed epistle that will haunt the republicans for ever! What a weapon it would have been at the beginning of our fight and not in the twilight of that struggle. Philip belongs to that small select group of intellectually honest Australian giants, that were able to pull sleepy Australia back from the abyss of the worst type of republic of all. We need to thank God for their presence and courage.

The Australian Monarchist League, Box 1068, Double Bay, NSW 1360. Email: secretary@monarchist.org.au

ODE TO R.M. WILLIAMS

Dust and grime,
They always shine,
The "R M" Williams boots!

Stock whip cracking,
Saddle sore from tracking,
Steers coming down the shute.

This is the country "R M" loved,
Away from the "Push and Shove"
Of the city "Tie and Suit"

On Heaven's plains, cattle graze,
Looking down through the smoke and haze,

"R M" please accept this :-
Our final salute to a 'Great Australian'

Julian Stanwix 6/11/03

***NB: "R M"* said when giving his last interview**
his aims through life were....
Raise a family, Pay his bills, Live within the bounds of society.
Julian Stanwix

'No Republic' stickers

Small sticker
(7cm x 9cm)
First 5 ordered are free,
6 or more are 20 cents
each plus postage.

Bumper sticker
(7cm x 20cm)
$1.00 each plus postage.

Order from:
The Australian Heritage Society
PO Box 582, Lakemba NSW 2195

Maybe In Theory?

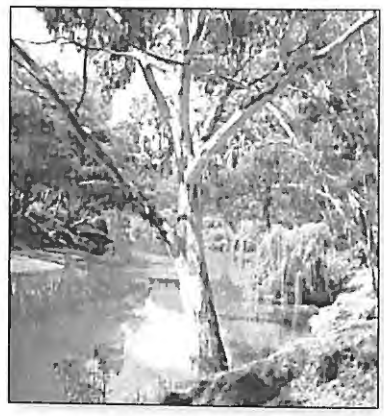
Decades ago, I became acquainted with verse, which seemed a faultless formula. Often wondered if it was purely technical, because seldom or never is perfection!

"There is no force however great,
Can stretch a cord however fine,
Into a horizontal line,
That shall be absolutely straight."

It seems so definite, but would it resist the challenge of modern technology with limits on stretch, sag or breakage?
Not being a professor, I pondered and wondered if the weight of a plumb-bob on a vertical cord would also be proven beyond some miniscule weakness.
Can any reader of ***"Heritage"*** name the creator of this verse or offer comment?

Neil G. McDonald
3 Adelaide Street - Highton. Vic. 3216

Symbols of Australia



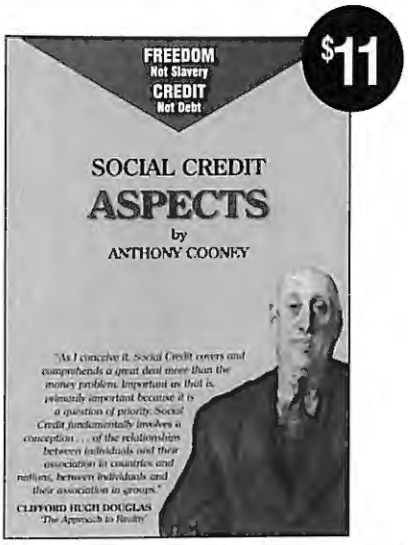
This poem was inspired by the North Pine (Queensland) Bush Poets, who keep alive the Aussie dream with fortnightly get-togethers to celebrate the Bush Ballad genre. Recently they erected a flag-pole on which they proudly fly the Australian flag. The poem is dedicated to them and also to Dr. Rupert Goodman, Rat-of-Tobruk, who founded in 1983 the Queensland Chapter of the Australian National Flag Association.

The Flag is our sacred icon, flying high above the rest,
The symbol of our heritage, and the values we prize the best;
The courage of our pioneers who laboured long ago
With honour, truth, integrity, and fair-play and fair-go!
But other symbols come to mind as over us it flies
To tell the world about our land and its people, the Dinki-Dis.
Take the sturdy, elegant, youthful gum that guards our fragile soil.
It builds our homes; it gives us shade – more precious than gold or oil.
Resilient in the harsbest drought, steadfast in time of flood,
Australias gums (or eucalypts) possess plant-life s regal blood.
It s not inferior Bunyip blood of brigalow scrub or mallee
Or spinifex of the desert, or snake-vine of parched valley.
The blood that flows in gum-trees is richly-endowed and noble,
Its spirit caught by Hans Heysen, Arthur Boyd and William Dobell.
Those of us in Queensland, from Cape York to Binna Burra,
Know it s also habitat for birds like the Koel and Kookaburra.
In late August or early September is heard that familiar "Oo-oo"
That marks the return to the land it loves of our very own Cuckoo!
A bit of a loud-mouthed yobbo, the Koel has flown from Siberia
To tell the local born-and-bred that Australia is much superior.
"Oo-oo!" he calls forth night and day, from his perch atop a gum.
It s quality R&R he seeks – that is why he s come!
"Oo-oo!" he calls incessantly, this peripatetic cuckoo.
"I m back! I m back! Can everyone hear? Oo-oo! Oo-oo! Oo-oo!"
Kookaburras hold bucks parties in any old gum tree,
And with every can of beer and joke, they chortle gleefully.
If one of them should splutter in muffled jollity,
Then all of them erupt in laughs – and all spontaneously.
There s always a lull in the laughter for another gag before
The feathered , larrikin revelers explode in a loud guffaw.
They hold these boisterous parties early morn and end of day
But nobody has ever discovered why they carry on this way.
It s part of the national fabric that they do the things they do:
A devil-may-care "she s apples, mate!", in the land of the didgeridoo!
We hardly raise an eyebrow when most of our creatures free
Conduct their timeless rituals in Australias special tree.
But for ordinary, average citizens who epitomize True Blue
And love Eucalypt and Koel, Kookaburra, Kangaroo,
Opera House and Harbour Bridge, Surfer s, Taronga Zoo
Rugby League and Union, Don Bradman, Uluru –
There is nothing that can stir their hearts like that humble piece of rag
Which is our sacred symbol – the Australian National Flag!

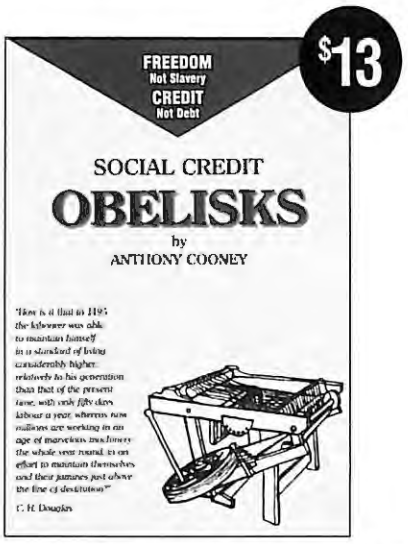
Dan O Donnell
(October 2003)

SOCIAL CREDIT

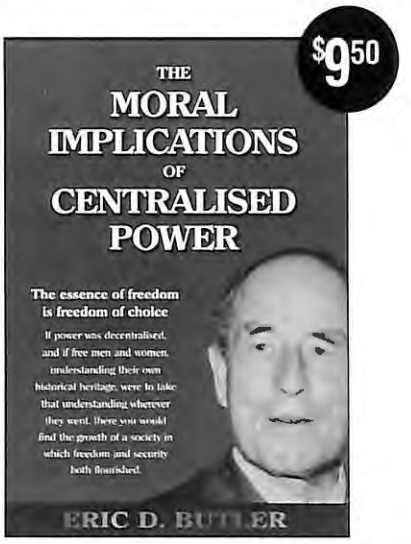
New, revised editions - Hot off the press!



As I conceive it, Social Credit covers and comprehends a great deal more than the money problem. Important as that is, primarily important because it is a question of priority, Social Credit fundamentally involves a conception ... of the relationships between individuals and their association in countries and nations, between individuals and their association in groups.
(40 pages.)



How is it that in 1495 the labourer was able to maintain himself in a standard of living considerably higher, relatively to his generation, than that of the present time, with only fifty days labour a year, whereas now millions are working in an age of marvelous machinery the whole year round, in an effort to maintain themselves and their families just above the line of destitution?
(65 pages.)



The essence of freedom is freedom of choice. If power was decentralised, and if free men and women, understanding their own historical heritage, were to take that understanding wherever they went, there you would find the growth of a society in which freedom and security both flourished.
(24 pages.)

SPECIALTY BOOKS FOR HEALTH & HAPPINESS

EXPLODING THE MYTH OF GENETIC ENGINEERING - WAKE UP! - By Robert Anderson PhD. **$4.00**

EXPLODING THE MYTH OF IRRADIATED FOODS - By Dr Michael Godfrey MBBS & Robert Anderson PhD. **$4.00**
The large scale irradiation of food, as proposed by the industry and administration, represents the largest prospective toxicologist experiment in human populations in the history of public health" Prof. Samuel Epstein

EXPLODING THE MYTH OF ELECTRO MAGNETIC RADIATION - By Robert Anderson PhD. **$4.00**
Just how dangerous are cell phones, power lines, microwave ovens and the host of other electro magnetic devices which have now become an Integral part of our lives...Is industry hiding the truth?

EXPLODING THE MYTH OF VACCINATION - By Dr Michael Godfrey MBBS & Robert Anderson PhD. **$4.00**
The greatest threat of childhood diseases lies in the dangerous and ineffectual efforts made to prevent them through mass immunization... There is no convincing scientific evidence that mass inoculations can be Credited with eliminating any childhood disease.

SPECIAL INTRODUCTORY PRICE BUY ALL FOUR BOOKLETS : **$14.00**

SELECTED TITLES

"WE ARE WHAT WE EAT" - By Lady Phyllis Cilento, M.B., B.S.	$4.00
PATHWAYS TO HEALTH - By Freda Butlin	$5.00
THE NATURE DOCTOR - By Dr. H.C. A. Vogel A Manual of Traditional & Complimentary Medicine.	$30.00
BETTER HEALTH WITH MEDICAL MOTHER - By Lady Cilento M.B., B.S.	$18.00
HELP YOURSELF TO HEALTH - By Dr. Z. McDonell	$30.00
NATURAL & HEALTHY CHILDHOOD - By Jessie R. Thomson	$10.50
HEAL CANCER Choose Your Own Survival Path - By Dr. Ruth Cilento	$18.00
WORLD WITHOUT CANCER: New edition Revised & Updated The Story of Vitamin B17 - By G. Edward Griffin	$35.00
THE ANTI-CANCER COOK BOOK – By Sandy Weeks	$18.00
HEALTH BETRAYAL Staying away from the Sickness Industry – By Eve Hillary	$25.00
CHILDREN Of A TOXIC HARVEST – By Eve Hillary	$25.00

Prices include postage and handling within Australia. Order direct from: **The Australian Heritage Society**
PO Box 163 Chidlow WA 6556. Tel/Fax 08 9574 6042

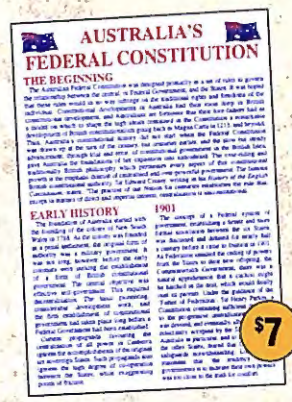
HERITAGE

SUGGESTED READING

Many of these publications are unovailable through book outlets

ORDER FORM INSIDE

ALL BOOK PRICES INCLUDE POSTAGE AND HANDLING



$7 per 100 copies

AUSTRALIA'S FEDERAL CONSTITUTION

The new updated brochure is now available for distribution!

See inside to order.

$25

DESCENT INTO SLAVERY?

Des Griffin

The author zeros in on the International Bankers and presents, in carefully documented detail, the story of their total involvement in the Illuminati plot to create a totalitarian One World government.

$25

FOURTH REICH OF THE RICH

Des Griffin

The exposé of exposés about the Corporate Sociatlists who manufacture our money and manipulate our media.

$42

9/11 THE BIG LIE

Thierry Meyssan

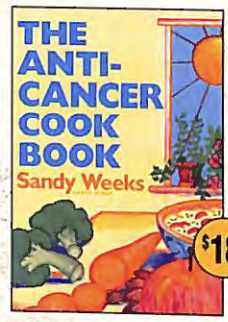
Challenges the entire official version of the September 11 attacks. The best and most informative book yet!

$10

THE CANE TOAD REPUBLIC

David Flint

A POWERFUL EXPOSE.
A stark warning of the dangers of a plebiscite. A MUST read for every dinki-di Australian.

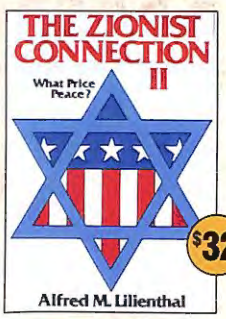


$18

THE ANTI-CANCER COOK BOOK

Sandy Weeks

A cookbook with a difference - The Anti-Cancer Cookbook tells you in simple terms how your body works, what cancer is and the role food can play to help YOU prevent it.

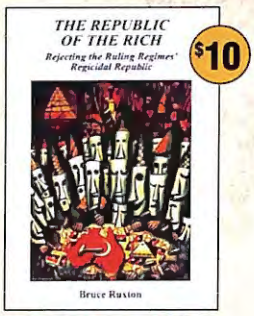


$32

THE ZIONEST CONNECTION II

Dr. Alfred Lilienthal

One of the finest books ever written on the Middle East. Readers will obtain a graduate course on the subject almost completely contrary to established opinion. Objective scholars agree that Dr. Lilienthal's book is the most powerfully illuminating work concerning this perennially troublesome subject.

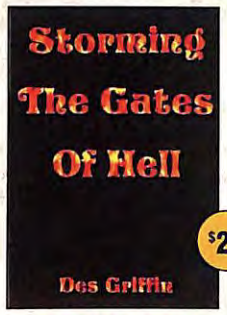


$10

THE REPUBLIC OF THE RICH

Rejecting the Ruling Regimes
Regicidal Republic
Bruce Ruxton

This book shows that republicanism fails hopelessly and deliberately to meet its own stated objective of creating and independent Australia.

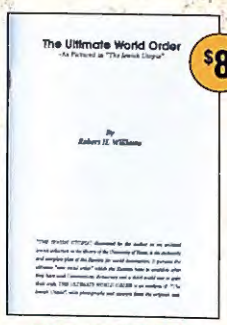


$24

STORMING THE GATES OF HELL

Des Griffin

As our sick society plummets even closer to its doom, a cacophony of conflicting voices cry out in the midst of the raging storm of confusion vying at every point of the compass for our attention.

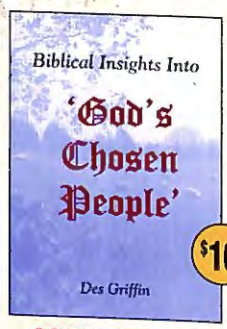


$8

THE ULTIMATE WORLD ORDER

NOW REPRINTED!
Robert H. Williams

As pictured in "The Jewish Utopia".

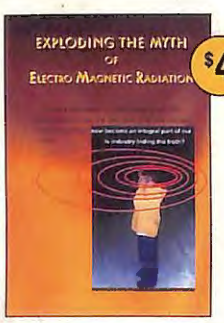


$10

GOD'S CHOSEN PEOPLE

Des Griffin

You may well find God's Chosen people to be one of the most challenging, thought-provoking and enlightening publications you have ever read.

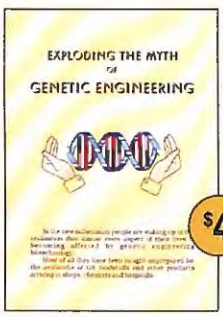


$4

EXPLODING THE MYTH OF ELECTRO MAGNETIC RADIATION

Robert Anderson PhD.

Just how dangerous are cell phones, power lines, microwave ovens and the host of other electro magnetic devices which have now become an integral part of our lives ... is industry hiding the truth?

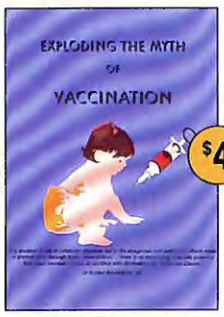


$4

EXPLODING THE MYTH OF GENETIC ENGINEERING

Robert Anderson PhD.

Wake up! Genetic Engineering is a blue print for disaster.



$4

EXPLODING THE MYTH OF VACCINATION

Robert Anderson PhD.

The greatest threat of childhood diseases lies in the dangerous and ineffectual efforts made to prevent them through mass immunisation. There is no convincing scientific evidence that mass inoculations can be credited with eliminating and childhood disease.

$4

EXPLODING THE MYTH OF IRRADIATED FOODS

Robert Anderson PhD.

"The scale irradiation of food, as proposed by the industry and administration, represents the largest prospective toxicologist experiment in human populations in the history of public health."
Prof. Samual Epstein.

$4

WE ARE WHAT WE EAT

Lady Phyllis Cilento, M.B., B.S.

I beg you to study this new knowledge of nutrition and vitamins.