HERITAGE

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LINKING THE PAST WITH THE PRESENT – FOR THE FUTURE

AIR POWER HARNESSING NATURE

In this issue...

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A BLESSED, PEACEFUL AND SAFE CHRISTMAS TO OUR READERS

HERITAGE

No. 109 2004

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Christmas Greetings to our Readers

2004 has seen escalating war and conflict of ideals where power, hate and vengeance appear at times to triumph over Love. Christians celebrate not only the birth of Our Lord but the birth of a new world where love, hope, forgiveness and compassion would triumph over evil. The Christian world faces a challenge like never before as standards and moral values are undermined and tested from many directions. It is a time to be ever vigilant. Australia is blessed to be so far from many world trouble spots, but they are creeping closer each day. Now is a time to reflect on the true meaning of Christmas and be thankful for the freedoms and heritage we enjoy. *Heritage* wishes all readers and their families a blessed, peaceful and safe Christmas. May the new year be healthy and fruitful in your personal life and one where you share love, joy and laughter with your families.

Our sincere thanks to the many dedicated volunteer helpers who help in the production of Heritage.

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HERITAGE

GUEST EDITORIAL

BY JOHN BRETT

Fly it or lose it!

Twenty years ago an association of millionaires and bankers formed a corporate body, which they called AUSTFLAG, whose objective was to change our national Flag without our consent. Twenty years ago, we could not have read a message from the Prime Minister, as we did this morning, for the then Prime Minister also wanted to change our Flag.

To counter this powerful corporate threat the "ANFA", a "grass roots" movement, was formed here in Queensland. When a public meeting was called here in Toowoomba to raise money for the production of a video about our Flag, 600 hundred people turned up at St.Mary's Hall, where we duly raised the money. The Video was publicly launched, again in St. Mary's Hall, some months later when Lady Flo Bjelke Peterson came down from "Bethany" to launch the Video, before a crowd of just under 1,000. So we were able to mount a powerful "grass roots" movement to challenge our powerful opponents, and we hope we have won this first round of an on-going battle.

September 3rd, National Flag Day Twenty years ago there were less than a handful of people flying our national flag in Toowoomba, the notable exceptions being the Toowoomba City Council, and the Heritage Building Society. So our first task was to get as many flags as possible flying, on the basis of "fly it or lose it". To encourage flag flying and gain some publicity, each year we presented a certificate of appreciation to one who had previously flown our flag. After September the 3rd was gazetted as National Flag day in 1966, we made this day each year, as the day we conducted this ceremony and presented this certificate of appreciation.

Belatedly as it turns out, we are very happy to present this year's certificate to the University of Southern Queensland, which twenty years ago did not exist under that name.

Our flag represents something far more important than this certificate or this ceremony. I repeat this each year, for if we lose sight of our flag's meaning, we stand to lose far more than what is visible. It is the invisible things in this world that affect us profoundly and constantly.

A Flag is a symbol. It represents far more than its own statistics, otherwise it is of no use to us at all.

All living things live in space and time, and our flag portrays those facts about Australia far more than any other national symbol in the world.

The Southern Cross tells the world where we are in space.
The seven pointed Federation Star beneath the Union Flag, tells the world we are a Federation of six States, with jurisdiction over numerous external territories.

But it is the Union Flag of the British Isles, that gave us our strengh and security at our birth, and stability ever since.

There was the RULE OF LAW (not the rule of men.) --- Parliamentary Democracy--- The decentralisation of Power ---- Innocence till proven guilty.--- Habeas Corpus --- The separation of Power from Authority (the profoundest of all).

Together with many other principles that undergird our Constitution and stability, these institutions and methods we adopted at federation, that propelled us along this 103 year journey, to become the most successful nation in history, came to us from the British Isles.

WE DID NOT GET THEM FROM JAPAN OR CHINA OR INDIA OR AFRICA OR ANYWHERE ELSE. THEY ALL CAME TO US FROM THE BRITISH ISLES.

Then there are those three Crosses on the Union Flag. The Crosses of St. George, St. Andrew and St. Patrick, that remind us of the foundations of our Constitution, the bedrock which came to us from the New Testament.

From the temptation on the mountain when Christ was offered all the power on earth, which he rejected, (which George Bush has subsequently taken up!), we dispersed Power between Local Government and State Government where it is further divided between the Legislative Assemblies and the Legislative Councils. Then at the Federal level Power is divided between the House of Representatives, the Senate and the Crown.

Following Christ's injunction that the Sabbath was made for man and not man for the Sabbath, or systems were made for man not men for systems, we made Government serve people, not people serve Government, hence the birth of the Public Service.

Then, taking the profoundest of all injunctions, Render unto Caesar what is Caesar's (power) but Render unto God what is God's (authority), we became the first nation in history to successfully separate Power from Authority, so preventing the Caesar of the day taking us to war without our authority (until recently!).

In choosing our own flag and Constitution, Australia has become the most successful nation in history, because of this priceless heritage. Not in spite of it. We ignore this at our peril.

We maintain that our forefathers made an excellent job of shaping the future we now enjoy, which millions of people from all over the world have come to share and enjoy and defend with us.

QANTAS
Spirit of Australia

ADVERSITY and disappointment come to all of us at one time or another. The outcome of those experiences depends to a large extent on the strength of character and attitude to life of the sufferer.

Flying Corps officers, W. Hudson Fysh and Paul McGinness suffered keen disappointment when their financial backer, Sir Samuel McCaughey, suddenly died before he was able to fulfil his commitment to finance the two young men's participation in a race to claim the Federal Government prize of £10,000 by being the first Australians to fly from England to Australia within twenty-eight days.

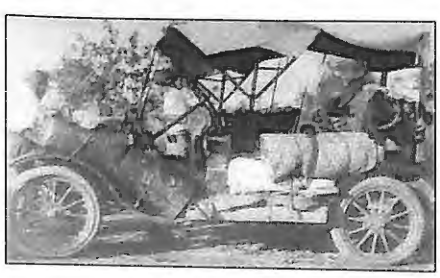
Disappointed but not cast down, Fysh and McGinness accepted a related task to survey the air race route from Longreach in Queensland to Katherine in the Northern Territory, and to lay down supplies along the way for the use of successful competitors.

Their arduous pathfinding journey began on 18th August 1919, and fifty-one days later, despite numerous set-backs and challenges, they reached the Katherine River, traveling from there to Darwin by train.

With each grueling kilometre they endured over the survey route had come an historic determination.

"As a result of that survey," said Fysh, "we were convinced of the important part aircraft would eventually play in transporting mails, passengers and freight over the sparsely populated and practically roadless areas of western and northern Queensland and North Australia."

They set out once more, this time in the equally challenging pursuit of financial backers for their vision.



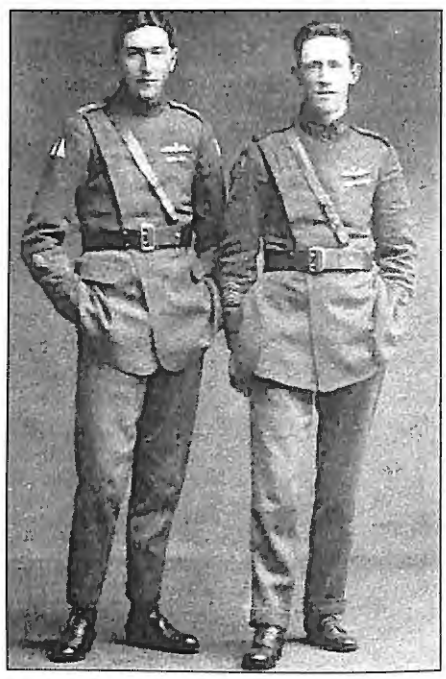
Financial Backing

One wealthy outback grazier was in complete agreement with the two men's plans. Fergus McMaster's car had become bogged with a broken axle in a sandy bed of Queensland's Cloncurry River one Sunday afternoon, and by a happy chance Paul McGinness had been at hand to pull this vehicle free. The two struck up a friendship, and at a subsequent meeting in Brisbane's Gresham Hotel in August 1920, McGinness was able to outline to McMaster and fellow grazier Ainslie Templeton the plans he and Fysh had formulated to provide an air service in Western Queensland. They would begin with joyrides and air-taxi trips, and would ultimately link the railheads of Charleville, Blackall, Longreach, Winton and Cloncurry with Brisbane and Darwin.

McMaster and Templeton, fired with enthusiasm for the project, convinced business acquaintances to supplement their own investment in the air service, and Qantas was born.

Together with their former flight sergeant, Arthur Baird, as aircraft mechanic, Fysh and McGinness traveled to Mascot Airport in New South Wales, where they ordered two Avro aircraft. The purchase agreement, dated 19th August 1920, was in the name of "The Western Queensland Auto Aerial Service Limited". Later this name was changed to "Australian Transcontinental Aerial Services Company Limited." Fortunately for history, the name was subsequently altered to "Queensland and Northern Territory Aerial Services Limited" – quickly abbreviated in true Australian fashion to the acronym "Q.A.N.T.A.S."

On 16th November, the Winton-based company was registered in Brisbane with an initial paid-up capital of $6,037, and Fergus McMaster became the first Chairman of the fledgling air company.



Lieutenants W.H. Fysh, D.F.C. and P.J. McGinness, D.F.C., 1919

War surplus machines

Qantas' first aircraft was an Avro 504K with a 100 horsepower water-cooled Sunbeam Dyak engine, registration G-AUBG. The second craft – purchased from Longreach Stock and Station Agent Charles Knight for £450, was a Royal Aircraft Factory BE 2e with a 90 horsepower air-cooled engine. In 1919 the Australian Aircraft and Engineering Company was formed in Sydney as agents for the A.V. Roe Company in England, and by year's end had assembled and flown a number of these aircraft

Qantas took delivery of its 504K in January 1921. Two passengers could be carried in an open cockpit behind the pilot.

Avro 504K, 1921

Joy-Riding Trips

'Ginty' McGinniss and Hudson Fysh flew these aeroplanes on joy-riding and demonstration flights. It was tough, hard work keeping two machines in the air; pieces fell off them in flight and the engines, choking in the thin, hot air, boiled on even the shortest trips. But Baird was a superb engineer, and over this period 871 passengers were taken aloft and carried some 54,000 kilometres without serious mishap.

Sir Hudson Fysh

Paul McGinness left the airline in 1922, immediately after its first-ever scheduled flight, and went farming in Western Australia. He re-enlisted in the RAAF during the second World War, and later took up tobacco farming. Sadly. he died in 1952, aged only 56 years.

Paul 'Ginty' McGinness

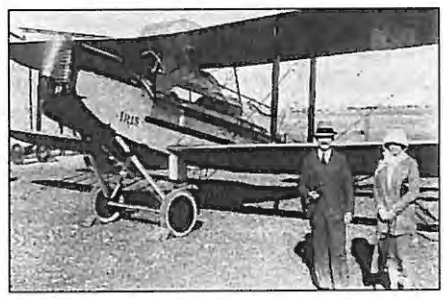
By 1922 Qantas found larger aircraft were needed to operate its Charleville-Cloncurry service, and the Avro was relegated to a secondary back-up role on the airmail operation. The aircraft's performance in the hot climates when fully loaded was poor, and the Dyak engine would boil vigorously after being airborne a short time.

The first official board meeting of Qantas was held in Winton on 21st May 1921, but by 1922 operations were moved to Longreach, where facilities were more suited to the air company's requirements.

First Ticket-Holder

While not the first passenger carried by Qantas, 85 year-old Alexander Kennedy was the first to hold a Qantas ticket for a scheduled airline flight. Kennedy, a bearded, hard working pioneer of western Queensland for 53 years, had agreed to subscribe some cash and take a seat on the air company's provisional Board, only on the proviso that he got ticket No. 1. On 2nd November 1922 he became the airline's first scheduled passenger on the inaugural mail service.

Sir Fergus McMaster



Australian Prime Minister Hon. S.M. Bruce with his wife beside the DH50A in which they flew from Winton to Longreach in 1928

The strong chairmanship of Fergus McMaster proved invaluable to the young company, and in 1922 a £12,000 Federal Government subsidy was concluded, enabling Qantas' Charleville-Cloncurry service to commence. Two or three passengers could be carried over the 923 kilometre distance in the Avro and the BE 2e.

During 1924 a four-passenger DH50 was placed on the run, marking the introduction of post-war commercial aircraft to Australia. The enclosed cabin ensured greater comfort, and for the first time passengers did not have to wear helmet and goggles. The Prime Minister of Australia, S.M. Bruce, made Parliamentary history by becoming the first Australian Prime Minister to use air travel for an official journey.

Qantas recorded its first profit: £1224.

The following year the service was extended a further 400 kilometres from Cloncurry to Camooweal, calling at Mt. Isa en route. Captain Lester Brain flew the inaugural service on 2nd January. The Qantas route now stretched a total of 1323 kilometres.

Q.A.N.T.S. Office, Longreach 1922

Engineers working on a Beadmore engine FK8 in Longreach hangar 1923. Arthur Baird centre back

Brilliant Engineer

Crucial to the success of Qantas was the brilliance of engineer Arthur Baird. Under his direction the first commercial aircraft to be built in Australia, De Havilland DH50s, were constructed by Qantas at its Longreach workshop in 1926 and 1927.

"In 1926," recorded Fysh, "a building programme in charge of W.A. Baird was commenced and the first machine produced by Qantas was turned out on the 8th August. The manufacture of this machine, a DH50A, in which Lord and Lady Stonehaven flew across Australia to Newcastle Waters, marked the first occasion on which an aircraft of similar size had been produced in Australia under licence from overseas manufacturers, building a fleet of 7 DH-50A and 50J aircraft between 1926 and 1929.

A further route extension from Cloncurry to Normanton was inaugurated on 1st July 1927 with Hudson Fysh as the pilot. That same year the first De Haviland Moth aircraft was imported by Qantas.

In March 1927 Qantas erected the first private hangar in Brisbane, and opened the Brisbane Flying School.

The Flying Doctor

In the October 1918 edition of The Inlander a letter appeared from a young medical student named Lieutenant J. Clifford Peel of the Australian Flying Corps, proposing the establishment of an air service by the Australian Inland Mission to administer to the needs of men and women and the sick or injured in the remote areas of the outback. Sadly, Peel was killed in action before the publication of his letter. Reverend John Flynn developed the young airman's ideas, becoming the founder of the flying doctor service, and devoting

First Flying Doctor aircraft (DH50A, 1928)

DH86 introduced Aust/UK route 1935

his life to what he called 'a mantle of safety' over the outback.

The Australian Aerial Medical Service was formed by agreement on 17th March 1928, with its first base at Cloncurry. Qantas signed a year's contract to operate medical flights on demand. A four-passenger DH50 was leased from Qantas at a charge of 2 shillings per mile, together with the airline's equipment and staff. Arthur Affleck was selected as the first pilot permanently attached to medical flying, while the doctor was a middle-aged Sydney surgeon named K. St.Vincent Welch. The first official flight of the new service took place from Cloncurry on 17th May 1928. Over the next twelve months the two men were to attend an area larger than Great Britain.

Lockheed Constellation L749, 1947

In that first year 255 patients were treated following flights covering over 30,000 kilometres. In 1942 the name was changed to the Flying Doctor Service, and in 1954 it was given a Royal Charter.

The registration of the DH50A was G-AUER, named "Hermes", but the registration was changed to VH-UER, and the name to "Victory" to commemorate the service's patron and benefactor, H.V. (Victor) McKay.

On 17th April 1929 Qantas brought into service its two new DH61 aircraft when they inaugurated the 710-kilometre Charleville-Brisbane service on the first direct link to the coast, bringing the total route network to nearly 2380 kilometres.

Relocation to Brisbane

An historic decision was taken to move the airline's headquarters to Brisbane. For Hudson Fysh it was a momentous occasion, tinged with not a little nostalgia: "It was on 22nd June 1930 that I got my family aboard our DH61 at Longreach and said a rather sad farewell to the town, the scene of an over nine years' struggle to establish our young company." The operational shift to Brisbane marked another historic milestone for Qantas; the Company had just completed its first one million miles flown. The Brisbane office, located in the Wool Exchange Building, was opened on 16th June 1930.

"It will be seen," commented Fysh, "that the progress of Qantas has been comparatively back to front, extending gradually from the outback posts of Queensland and emerging into the capital city ten years after the Company was formed."

First Official Air Mail

The first link with Britain's Imperial Airways occurred in 1931, when Qantas assisted in carrying the first official air mail as part of an experimental Australia-England run. By today's standards it was a modest participation – from Brisbane to Darwin, but it served to complete one of the major objectives of the Company as laid down in 1920, that of linking the two Australian capital cities. Captain Russell Tapp flew the mail to Darwin, arriving on 25th April 1931, flying the DH61 "Apollo". The mail, consisting of some 25,000 letters, was then carried by Charles Kingsford Smith in the "Southern Cross" to Akyab in Burma, where he connected with Imperial Airways.

Combining Interests

On 18th January 1934 Qantas Empire Airways Limited was registered in Brisbane, effectively combining Imperial Airways and Qantas interests. The Company secured airmail contracts for the Brisbane-Singapore and Cloncurry-Normanton services. On the 10th December that year His Royal Highness Prince Henry, Duke of Gloucester, cut a red ribbon, officially releasing DH61 "Diana", under the command of Captain Lester Brain, and DH50J "Hippomenes", under Captain Russell Tapp on the inaugural mail service from Brisbane to Darwin. At Darwin the 55,967 items of mail were transferred from the two aircraft to the Imperial Airways-owned Armstrong Whitworth "Arethusa" for conveyance to England via Singapore. From 25th February 1935 QEA's DH86 aircraft, now bearing the initials R.M.A. (Royal Mail Aircraft), took over the entire Darwin-Singapore sector of the route. On 16th May 1936 a second weekly service was provided between Brisbane and Singapore.

The elegant, four-engined biplane operated both the inland and later Singapore services accident-free from 1935 to 1938, but the aircraft had been utilized essentially to meet contract specifications in carrying mail and some passengers, and was too small for the volume generated. Plans had been announced in December 1934 to develop an Empire service between England and Australia using much larger flying boats on a twice-weekly service.

Flying Boats

As flying boats did not require an expensive airport to be built, and needed only a mooring buoy, a terminal building and fuelling facilities, it was decided to establish a flying boat base at Rose Bay in Sydney. The planners decided that the aircraft should fly the entire Australia-England route, though with a change of crew from Qantas to Imperial Airways pilots and vice-versa at Singapore. The aircraft to be used, the Short S23, would be flown to the Imperial Airways flying boat base near Southampton.

Sydney caught its first glimpse of the magnificent Short flying boat, powered by four Pegasus engines, each of 920 horsepower (686 Kw), when Imperial Airways' "Centaurus" touched down in Sydney on Christmas Eve, 1937, having conducted a survey of the proposed route. This aircraft was the forerunner of the Empire flying boats which inaugurated the thrice-weekly service by QEA on the Singapore-Sydney section of the England-Australian Empire Air Line. On a return flight to Sydney from Auckland on 10th January 1938 a huge crowd of 50,000 turned out to view the elegant aircraft.

On the 10th June 1938 the first

Lockheed Super Constellation L049, 1954

two Empire flying boats were flown into the Rose Bay base. The first Sydney-Southampton service, under the command of Captain P.W. Lynch-Blosse, took off on 5th July. The first official Empire Air Mail flight by flying boat to Australia took place from Southampton on 28th July, arriving in Sydney on 6th August. Meanwhile the inaugural westbound service, under Captian Brain, left Sydney on 4th August. Although passengers remained on the same aircraft throughout the entire journey Australia-England, the flying boats were operated by east Singapore by Australian crews, while British crews took on the Singapore-England and return services.

Built for comfort and safety rather than speed, the QEA flying boats offered its 15 passengers "the most luxurious saloons ever prepared in an aircraft." Stopovers were spent at luxurious hotels along the route, while the aircraft lay at moorings in a nearby lake or seaport and was serviced overnight.

Elegant Luxury

Hudson Fysh was moved to extol the inherent delights of flying boat travel. "Getting up out of his chair a passenger could walk about and, if he had been seated in the main cabin, could stroll along to the smoking cabin for a smoke, stopping on the way at the promenade deck with its high handrail and windows at eye level to gaze at the world of cloud and sky outside, and the countryside or sea slipping away below at a steady 150 mph if there was no wind. On the promenade deck there was also a practical usable space where quoits or even golf were played, and child passengers could play." There was even a demand for fishing lines at refueling stops, where passengers and crew members would enjoy the relaxation of dropping a line over the side!

There was little more than a year of peacetime flying ahead for Qantas Empire Airways.

Because the flying boat service had its terminus at Rose Bay, the decision was taken to move QEA headquarters to Sydney. That same year, 1938, Fergus McMaster suffered a bad heart attack, and Hudson Fysh was now fulfilling the roles of both Managing Director and acting Chairman.

At the same time as the relocation, Norm Roberts was promoted to Station Engineer, under Arthur Baird. Over thirty years later, Roberts remarked, "It seems amazing when you consider the present size of the firm, but on that move we loaded Qantas on to two flying boats and shifted the entire firm down – staff and all – one Saturday afternoon!"

War Service

With the outbreak of war the England-Australia route, over which the flying boats operated, became a vital line of communication. Qantas pilots continued to fly to Singapore, and extended to Karachi, maintaining the thrice-weekly services. But Singapore eventually fell to advancing Japanese forces, and the last Qantas flight departed the beleaguered island on 4th February 1942. All QEA aircraft were eventually recalled to Broome in the light of the continuing enemy thrust.

Qantas maintained its Brisbane-Darwin service, but its overseas operations were curtailed. More than half its fleet was commissioned for war service by the Australian Government, the flying boats now used in operations between Townsville and New Guinea. A combination of Qantas and RAAF crews dropped supplies to Australian troops fighting their way along the famous Kokoda Trail.

In 1943 an agreement was signed between QEA, the British Air Ministry and BOAC (formerly Imperial Airways) to re-establish air link between England and Australia. Using Catalina flying boats (later converted Consolidated Liberator and Avro Lancastrian aircraft) regular flights were carried out between Perth and Ceylon (now Sri Lanka). The single ocean hop of 5600 kilometres was the longest ever undertaken. The first flight took place from Lake Koggala in southern Ceylon to Perth on 10th July 1943 under the command of Captain Russell Tapp. The last flight, making 271 in total, arrived in Perth on 18th July 1945.

Over six crucial war years Qantas had, for a time, maintained flying boat passenger services despite the rapid Japanese thrust, had carried troops and dropped vital supplies from tree-top level over the treacherous jungles of New Guinea, and pioneered history-making long-distance flights through two sunrises over the Indian Ocean.

The Magnificent Cats

When Qantas ferried the first of nineteen Catalinas from San Diego to Australia in 1941 for the Australian Government, a glorious chapter in Qantas' wartime history had begun.

The five Qantas Catalinas were leased from the RAF through BOAC and were christened with the names of the stars by which navigation checks were taken – "Rigel Star", "Spica Star", "Altair Star", "Vega Star" and "Antares Star". Celestial navigation had to be employed in order to maintain radio silence over waters patrolled by enemy aircraft. They could carry only three passengers, and carried additional fuel in the hull for the mammoth flight – the longest regularly flown sector in airline history.

Crossing times on the 5,600 kilometre journey averaged about 28 hours. When conditions were truly unfavourable a maximum flight time of 31 hours 55 minutes was recorded. As single engine performance was limited to 29,500 lbs. (13,380 kgs.) the survival of The Catalina, weighing 35,000 lbs. (15,876 kgs.) on take-off, depended upon two-engine operation for the first ten hours of the flight. The average air speed was a modest 203 kilometres an hour.

Meteorological information was confined to forecasts on local weather conditions at either end, but a Meteorological office was eventually set up at Cocos Island, to be used only in extreme need.

Order of the Double Sunrise

Each passenger was given an illustrated certificate entitling them to membership in "the Rare and Secret Order of the Double Sunrise", to attest the fact they had been airborne for more than 24 hours. Flight crew operating on the Indian Ocean route were entitled

to wear the "Long Range" gold star on their uniform jackets.

At the end of the war the five Indian Ocean Catalinas were scuttled at sea under Qantas' Lend-Lease arrangement. It was, in the words of Hudson Fysh "dismal fate for these splendid boats which for two long years saw us through our most hazardous operation ever without accident or mishap of any kind."

After the war Qantas began the task of re-building and modernizing its fleet. In October 1946 a $5.5 million order was placed with Lockheed for four brand-new Constellation aircraft.

The DC-3 aircraft, "the workhorse of the skies," was introduced by Qantas in 1946, for use on the Australia-New Guinea, New Guinea-internal and Queensland-internal routes. In rapid succession came the Douglas DC-4 Skymaster and Short Sandringham flying boat – the latter used on the Pacific Island route.

Qantas had been the national overseas airline of Australia since 1934, but there was considerable debate as to whether so valuable a national resource should remain in private hands. In 1947 the Australian Government acquired all remaining Qantas shares, making the carrier a wholly-owned enterprise, and the nation's designated overseas carrier. Hudson Fysh remained firmly at the helm, although Sir Fergus McMaster – who had been knighted in 1941 for his contribution to Australian aviation – retired from the board. He died in 1950 aged 71 years.

"Kangaroo" & "Wallaby" Routes

The first L749 Constellation arrived in October 1947, and on 1st December Qantas began its first regular weekly service right through to London on the famous "Kangaroo Route". The journey took four days.

Lancastrians were still operating Sydney-Karachi and Short Hythe flying boats the Sydney-Singapore route, but these wartime stalwarts were being rapidly phased out. The Douglas DC4 Skymaster was introduced to the fleet in June 1949 on the new Hong Kong Service.

In 1950 a commercial service to Japan was inaugurated, followed in 1952 by a fortnightly service to Johannesburg, South Africa, on what became known as the "Wallaby Route".

In June 1953 Hudson Fysh was knighted for his services to civil aviation.

One significant highlight for the airline occurred in October that year when plans were ratified allowing Qantas to operate its first service to North America, transferring this trans-Pacific service from the previous operator, British Commonwealth Pacific Airlines. Qantas eventually took over B.C.P.A.

1954 Royal Tour

1954 was an historic year for Australia, which welcomed the Royal Tour with patriotic fervour. Qantas was accorded the eminent honour of operating four Royal flights, carrying Her Majesty the Queen and His Royal Highness the Duke of Edinburgh. That same year Qantas began taking delivery of its glorious Super Constellation aircraft, and opened its new Pacific route to the North American continent on 15th May. The service operated twice-weekly from Sydney via Fiji, Canton Island and Hawaii, flying on from there to San Francisco, and then to Vancouver.

1956 Olympic Games

By 1956 Qantas boasted a fleet of 34 propeller-driven aircraft, which carried a record number of passengers into Australia on all routes for the XVth Olympic Games, which were held in Melbourne during November. The Olympic flame crossed the Equator into the Southern Hemisphere for the first time on its longest trip, from Athens to Darwin – a total of 13,800 kilometres, on a Qantas aircraft.

During 1957 Qantas purchased Fiji Airways, whose South Pacific operations covered a vast throng of widely-scattered Fiji islands. It was also the year that the airline's scattered Sydney staff of nearly 1000 moved into Qantas' new 11-storey head office building.

On 14th January 1958 two Super Constellations were dispatched simultaneously from Melbourne, inaugurating the first round-the-world service to leave Australia's shores.

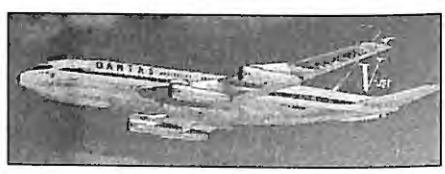
Australian Aircraft & Engineering Co. Factory, Mascot, 1921

While one aircraft proceeded westward via India over the Kangaroo Route, the other forged eastward on the Southern Cross Route via the United States. An agreement had been signed to operate to and from London across North America. In effect, the two Super Constellations were circumnavigating the globe in opposite directions. Six days later both history-making aircraft arrived back in Sydney. Before long, eight round-world services were operating weekly.

The Qantas Flying Kangaroo was now becoming a familiar sight to the inhabitants of 23 countries around the world.

Introduction of Jet Aircraft

Ahead of every other competitive airline outside the US, Qantas took



B707-138B V-Jet, 1961

delivery of seven Boeing 707-138 jet aircraft. This innovative airliner commenced passenger services to the US on 29th July 1959. Two months later the service continued on to London via New York. The Sydney-London via India operation was introduced on 27th October, making Qantas a truly globe-spanning airline.

Three new 707s were ordered in 1960 for delivery the following year, fitted with the revolutionary new turbo-fan engines developed by Pratt & Whitney. Two more 707s were ordered in 1963. The sleek, modern 707 fleet began taking over the Hong Kong and Tokyo services, previously operated by Lockheed Electra turbo-props. On 27th April 1967 the Electras were introduced on the Sydney-Johannesburg service, cutting nearly six hours from the average flight time of the Super Constellations, which were not retired from the fleet.

So great were the advantages of the Pratt & Whitney engines – lower

B747SP, 1981

fuel consumption, shorter take-offs, larger payloads over longer distances, and a faster cruising speed of 600 mph (960 kph), that Qantas incorporated the turbo-fan modification into all its existing 707-138 fleet. With the arrival of its first 138B series aircraft, the company announced that their Boeings would be known as "V-Jets", from the Latin vannus, meaning fan.

From its humble pioneering days of outback service, and the vision of two young war pilots, Qantas has evolved into one of the world's great airlines. Little could Paul McGinness and Hudson Fysh have envisaged when they founded their bush airline back in 1920 that one day nearly four million people would be traveling in and out of Australia by air every year. In the words of the late Sir Hudson Fysh, "Qantas is still rising".

The tail fins of all the 707 airliners were painted red, and the V-Jet logo boldly displayed in white. In 1971, with the arrival of its first 747, the Qantas logo underwent another change, and the V-Jet logo was phased out.

By March 1966 Qantas' Boeing fleet had reached 19 jets, six of which were the larger 707-338C series, with five more on order.

End of an era

In June of that year, Sir Hudson Fysh retired from Qantas as Chairman of Directors. He died eight years later, having lived to see the bold idea he and Paul McGinness had conceived on their 1919 survey trip translated into one of the world's great international airlines.

Sir Hudson's retirement was soon followed by that of the man most responsible for the post-war Qantas expansion, Chief Executive and General Manager Sir Cedric Turner. Captain R.J. Ritchie, an astute evaluator of passenger aircraft who had taken a leading role in the building up of the Company's fleet after the war, was appointed General Manager. Sir Roland Wilson, a Qantas Board member, was officially appointed the new Chairman.

A new era in air travel had arrived, and with it, Qantas changed its name, on 1st August 1967, to Qantas Airways Limited.

The first 747-238B aircraft went into service in September 1971. Qantas offered travelers charter-level fares, representing huge savings to the traveling public. Revenue underwent a phenomenal growth, despite the skyrocketing price of aviation fuel.

The final 707 flight operated from Auckland to Sydney on 25th March 1979, and with the sale of its last 707 Qantas boasted the world's only all-747 fleet, with 17 of the huge aircraft, over the next few years adding the shorter SP (Special Performance) version, the Combi (passenger cargo configuration), and the EUD (Extended Upper Deck). Qantas also changed to Rolls-Royce as supplier of engines for its engines.

The all-747 fleet satisfied Qantas' needs for several years, but in 1985 the airline began taking delivery of an initial order for six Pratt & Whitney-powered Boeing 767-238ER (Extended Range) aircraft. The twin-engined jets commenced operations on the New Zealand routes and expanded to Asian and Pacific destinations.

In 1987 a decision was made to change to the more powerful General Electric CF6080 when making the initial order for the modified 767-338ER, as well as ordering its first 747-438 aircraft. The 400 series is the same basic design as the earlier 200 and 300 series, with the addition of distinctive two-metre high winglets to improve aerodynamics and give greater range.

Qantas decided on the series name, LONGREACH, for its 400 aircraft, to convey both the exceptional range and also in recognition of the airline's origins in the Queensland town.

From its humble pioneering days of outback service, and the vision of two young war pilots, Qantas has evolved into one of the world's great airlines. Little could Paul McGinness and Hudson Fysh have envisaged when they founded their bush airline back in 1920 that one day nearly four million people would be traveling in and out of Australia by air every year.

In the words of the late Sir Hudson Fysh, "Qantas is still rising".

Margaret Jackson, QANTAS Chairman, 2004

Foreign investment

The Australian people have always regarded Qantas as particularly "their own", this attitude reflected in Federal government legislation limiting foreign investment in the company to 49% when it eventually went public.

Despite commitment to globalisation and free trade by recent Australian governments this restriction has remained, the current Prime Minister, John Howard, holding that the company is "quintessentially Australian and should remain so," while paradoxically his government continues to undermine the conditions under which it is able to do so.

There is precious little room for sentiment in today's harsh corporate climate, and Qantas' twenty-first century chairman, Ms. Margaret Jackson, has fought hard, and finally successfully, to free the company from such restrictions, pointing out that Qantas was the only company in Australia to be subject to such legislative shackles, which seriously restricted the company's access to global equity capital and therefore increased the cost of that capital.

The challenges to keep Qantas flying are entirely different today, thongh just as real, as those overcome by Hudson Fysh, Paul McGinniss and Fergus McMaster nearly a hundred years ago. But wherever the Flying Kangaroo goes from here, its origins remain forever proudly Australian.

B747-438, 1989

B767-338ER, 1988

Presented to the QANTAS Founders Outback Museum, the 747 pictured here now dominates the Longreach landscape, a permanent memorial to the Airline's origins. While the massive aircraft made a spectacular landing at the rural town, the runway is not large enough to accommodate its take off. *Heritage* gratefully acknowledges Alan Barton's provision of this photograph, together

PART 2

A RISING BLISS

Charles Morgan and his *Breeze of Morning*

By Nigel Jackson

AT THE beginning of 1951 Morgan wrote to a friend about the new novel on which he was engaged.

It was, he said, "perhaps in a category with Portrait in a Mirror. Its date is 1906, and its subject a love story seen through the eyes of a scholarly and imaginative boy just old enough to fall in love himself (at a distance) with one of the grown-ups..... He is isolated by the fact of being so young, and resembles one who, walking in a dark garden, looks in through lighted windows into other people's lives." The novel was A Breeze of Morning, which, within two years, had become Morgan's most financially successful work.

Henry Charles Duffin felt that "the whole novel is written in a prose that has the limpidity of a Corot landscape." Certainly it possesses a stunning sense of immediacy. One reason for this is that, as in Portrait in a Mirror, Morgan was drawing on his memory of the extraordinarily happy childhood he enjoyed (even though his mother had died when he was twelve). Through this remembrance we are taken back into a rural setting in southern England at a time when the British Empire was at its peak and an amazing pride and confidence filled the hearts of ordinary English people.

For thirteen year-old David Harbrook, a precocious lover of the Greek and Latin classics who is the hero of the novel, this atmosphere of proud security is personally enhanced by his close relationship to his father ("one of the leading railway engineers in England") and his beloved older sister Ann (modeled on Morgan's older sister Marcie).

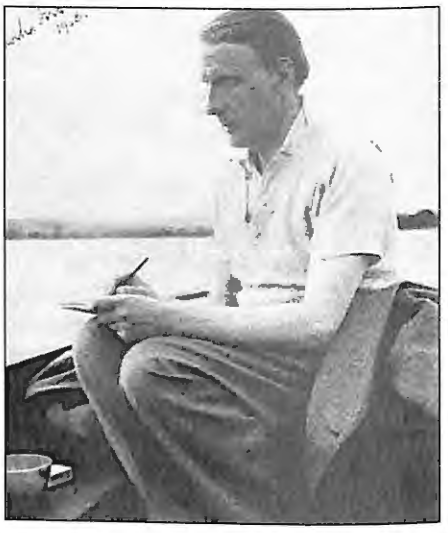
The whole novel is narrated by an older David, in his mid-fifties, who is a successful Classics professor at Oxford. He presents a vivid picture of his self-made father. "He had taught me by his hard work, his freedom from self-indulgence and his unswerving advance in his own profession as an engineer, to see the future as a huge ladder to be climbed step by step. To miss a rung was to be lost, perhaps to fall back forever into the company of the 'n'er-do-weels'."

There is a wonderful episode in Chapter 19 when David shows splendid initiative in arranging the provision of emergency transport to take his father, currently at a neighbours' dance, to the scene of a railway cutting collapse. We see the deep affection between the two and David's determination to live up to his father's high standards. "My purpose was to prove to my father that, in a crisis, I was neither a 'head in air' nor a schoolboy... Never before had I pledged my father. To have done so gave me authority over the porter and over myself."

The curious mixture of maturity and boyishness in David that characterizes him throughout the novel is beautifully captured, as he hurries out to fetch his father. "There was a powerful moon, though an uncertain one, and I did not pause to light my bicycle lamp. The resolve to do without it was, I am afraid, not altogether the outcome of a rational calculation of the moon's strength. In taking out my bicycle, I was taking out my horse. As I swept through the garden gate, my sabre did unquestionably clank."

His sister Ann is presented as a young woman of signal virtue and peace of soul. Plainly she has accepted a mothering role towards her younger sibling. In the postscript (Chapter 34) the older David comments: "My sister is the only person I have ever known whose mask and face have seemed to me identical. She is what she appears to be; she is undivided." Elsewhere, he recalls her effect on him as a troubled boy: "My love of her, of her purity of heart, came down upon me like a calm." Henry Charles Duffin astutely remarked that it was a masterstroke of Morgan's to develop this brother-and-sister relationship as a foil to the main relationship in the novel, that between David and the eighteen year-old Rose Letterby.

Another important character living in the Harbrook home is David's older cousin, Howard Treladdin, an up-and-coming barrister. Morgan's portrait of Howard is partly based on his memory of his own older brother Will, who was killed at Gallipoli in 1915. Orphaned and poor, Howard is protected and



championed by Mr Harbrook, who expects great things of him. In the event, and after tribulations, Howard settles for the sort of "quiet life" that Sir Thomas More advises Richard Rich to choose in Robert Bolt's play A Man for All Seasons. This makes him the perfect mate for Ann, who has always loved him, despite his waywardness in the novel, caused by a feverish attraction to Rose Letterby.

The character of David himself almost certainly gives us an insight into Morgan's own experience of his boyhood. This is characterized by two unusual features. The first is David's strong sense of being already an adult, though in a boy's body. He dislikes the follies of the school system, resents the sarcasm and bullying of his unfortunate classics teacher, Mr Libbett, and is well contrasted with his friend Tony Seaford, an athletically able young lad whose chief interest is all the main ball games and general fooling about. It is easy to relate this characteristic of David to the adult Morgan's hallmark solemnity, which at times in his writings, unfortunately,

results in pomposity, preciousness and a yielding to the temptation to preach some message which, however valid it may be, damages the novel or play as a work of art.

The other unusual feature of David is his capacity to "work his deep magics", as he puts it when discussing it with Ann. He regularly turns up at the right place at the right moment. Thus he plays a vital role in the story at several points. Early in the novel he is walking home up Farthing Hill and finds himself in a strange state, a "condition of feeling time and place within me like tremors of the blood", which he knows is his "way of being released from my disguises." In that mood "anything was possible: that the homing rooks should leave silver lines engraved upon the air" and "feeling, with a shudder of delight, that the spring air was dividing to let my face pass through it, and would close behind me when I was gone, like the sea in the wake of a ship."

He arrives outside Letterby Manor, whose "open gates... were clogged by rust; and over one of them ivy had entwined itself in the wrought iron, choking the heraldic lion of Mr Letterby's crest, and throwing its tendrils up the brick gate-pillar to a mouldering stone ball at the summit." The depiction of this decaying mansion and its owner, now at the mercy of modern financial powers, provides a splendid symbol of the decay of the British upper class.

Across Letterby Park there was an ancient public footpath, a right-of-way, which offered a quicker route home, but which, following his respectable and unpretentious father's lead, David has never presumed to take. On this particular evening he suddenly knows he must take it, and he is right. In this sense, Morgan with profundity as well as skill is composing two stories in one: a realistic novel and a fairy story (a "legend" as David calls such things). He is thus reminding the reader that the amazing truths of fairy stories, their beauties and wisdom, are not mere fantasy but a part of the warp and woof of human nature and experience.

A graceful passage has David studying the façade of the Manor. "There was ground-mist now in the close meadows; the house itself, mounted on its invisible garden beyond the ha-ha, seemed to be afloat, and the crests of its near trees to be trunkless and rising. It was as though the house's dimmed whiteness were about to dissolve in the pearly air... A little cascade of music, so faint that I saw rather than heard it, rippled in the light and was gone... It was as if crystal and crystal had touched in the dividing air." The music was being played by Rose. It also signalled to David, though he did not grasp it, that "the goddess" was about to enter his life.

And it is at that moment that the Squire, addresses David. "Mr Letterby at close quarters was astonishingly different from the legendary figure which stalked in and out of church but was not otherwise seen..... That he should be thrusting his lower lip out over my chess-problem was exceedingly odd; his ancestor on the Letterby tomb might

as probably have come out of his stone armour and walked and talked." The Squire is a delightful old eccentric, with whom David rapidly forms a friendship based on a shared love of chess and of the beauties of classical literature.

Partly as a result of his initiative and character, in not letting Mr Letterby just walk off with his chess-problem, David is ushered into the Squire's den. "The chair I found was a soft, shabby continent of leather, long ago turned to the colour of a reddish sand."

He again hears the sound of a piano. "Music came down to me again, a snatch of it, then a silence, then another snatch; it was as though a kitten were playing lazily with a tinkling ball. The sound was almost as thin as it had been when I was in the park, and I thought of it as coming from a solitary tower."

That is brilliant writing, which uses the music to represent Rose's nature (it is she who is playing) and which also connotes the fairy story Rapunzel, an archetypal representation of the truth of the soul trapped in the human body. "Music came down from the tower... but it tailed away at the first difficulty and stopped." David will shortly see Rose for the first time, and, by falling in love with her, will alert her to the princess inside her, which, alas, she will never choose to become.

Rose is soon the centre of attention of three very different lovers, Howard, David and "Matho", Dick Featherford, who late in the novel becomes Lord Comberagh, upon the death of his father. Each lover offers a different kind of relationship. "Matho" is the socially perfect match, but, though good-natured, will always be a clod and a carthorse. Howard, with a possibly brilliant legal future but no money at present, loves Rose with an unhealthy, feverishly sensual passion, which a part of her returns; but they are never truly attuned to each other. David alone can offer true love and a true vision of her beauty, inner and outer in harmony; but he is too young – or so the novel, as well as Rose and David themselves insist.

Morgan must have felt uneasy about this, for he has the ageing David reflect upon it in the postscript. "I feel that, though not willingly or in my heart, I may have been guilty of injustice towards Rose of a special kind. The shield of a goddess is not a gentle burden to impose on any woman's arm." He feels that his injustice arises "from my having, in the mood of over forty years ago, romanticized her too much and so laid her open to a charge of having failed to live up to claims which, in fact, she never made for herself." Her mundane consciousness, based on her everyday conception of herself, certainly more than once in the novel tried to brush David's adoration aside – laughing off his "burning of incense" and looking at her "as though at a Grail".

However, her inner quality really was there, as David more than once insisted and as, in her heart of hearts, she knew. Rose, alas, was untrue to herself in the novel. She should have taken David's love as her guiding light – regardless of whether or not this demanded that she "wait ten years" for him. Morgan, in the postscript, fudges matters. Incredibly, he has David still unmarried forty years later. As though such an ardent soul would not have fallen in love again, after Rose, and soon!

The novel is filled with exquisite renditions of the love-bond between David and Rose in a number of varied

situations. One example must suffice, from the punting party in Chapter 22. "She pulled up her huge hat from where it was lying across her knees and covered both our faces with it. Her breathing lifted its brim; and how fast she was breathing! Light, penetrating the straw, drew needlepoints and thin lines upon her cheeks, as though a net of gold were spread over them. Within the tent were all the perfumes of Arabia..... If I had been Howard, she would have taken me in her arms."

Henry Charles Duffin was right to associate this novel with Portrait in a Mirror. "I do not think it can be doubted that this story is a revised version of that told in Portrait in a Mirror. For me also an improved version, one raised from darkness into light." I do not agree with Duffin's depreciation of the earlier novel, which is also filled with inspired prose. However, Rose Letterby has so much in common with Clare Sibright, the earlier heroine, that it is hard not to believe that Morgan is recalling some real woman whom he loved but failed to win – Mary Mond, perhaps, or some now unknown "wild and whirling" young beauty.

Lost love, one of Turgenev's great themes, is also one of Morgan's – and has perennial appeal to mankind. It seems that such love-experiences involve a rousing within us of higher faculties of awareness, normally dormant. Unfortunately, in almost all cases, people fall out of love as easily and helplessly as they do in love. We suffer an expulsion from Eden. "Love lasts but three years and a day," as the old saw has it.

While in love we enjoy a taste of that Being-Consciousness-Bliss (Hindu, sat-chit-ananda) which is usually named in our culture as Heaven or Paradise. Morgan was assuredly especially sensitive to this state, and, in A Breeze of Morning, he has incarnated it in union with a vivid re-creation of the innocence and freshness and bliss of youth, as experienced by a boy with more than ordinary sensibility. This leads to a number of outstanding passages of which I will provide two examples.
The first comes from Chapter 14, which recounts a tennis party attended by David and Rose. His "deep magics" work again.

"I prayed all the gods of Olympus to guide the ball into her hands. And the gods knew their own. In triumph she flung it back at me faster than I would have believed possible, and, the gods being still merciful, I drew it down left-handed out of the air. Backwards and forwards the enchanted ball flew as it did one day long ago on the shore of the Phaeacians, until at last it went bounding away into the deep, and a thrush came to enquire of the ensuing silence."

Morgan continues on with an attempt to capture the junction of transience and eternity. "Upon the silences that follow lively activity, there is an accent of sadness. One hopes that the angels who pass are good angels, but is there not irony in their glance? The instant pleasure of being alive – the warmth of the sun, the flush of her cheek, the little hopping shadow of a thrush – intertwines itself with the living verities. Lyric and elegy are one. The shadow of her head is lengthened upon the grass. The thrush is gone. Hail and farewell!"

And here is a lovely passage from Chapter 22's account of the punting party in full midsummer: "Nothing is urgent. The thrust of spring and the retreats of autumn are far enough away; the season tells for a few days of nothing but itself, poised between memory and presage. Time loiters; the grass lies with open blade, a pliant greenness with unwrinkled edge. Seen through shallow water, when I looked over the edge of the punt, brown and blue pebbles had a gleam as crisp as the sound of bells on a frosty day, and when I leaned back again and gazed up at the empty, cooling sky, I forgot men and was happy."

In the effortless lifting up of such passages we can perceive that Morgan has made a uniquely beautiful contribution to the glorious pageant of English literature. It is astonishing that this is not properly recognised at the present time.

Life and Times of an Iconic Station

By Peter Austin

Reprinted in full with acknowledgment to The Land Magazine, where this article first appeared on the 29th April 2004

THE name *"Wingadee"* in Australian pastoral culture is a bit like a password that gains the user entry to an exclusive club.

It doesn't matter if you're a former owner manager, overseer, station hand, jackaroo, shearer or rouseabout: if you've ever played any active part in the history of that famous Coonamble station then it's a badge to wear with pride.

This explains why the current owner of the 31,000 hectare property, Clyde Agriculture, has decided to publish a book telling the story of "Wingadee", so that others can understand why the name inspires such reverence in pastoral circles.

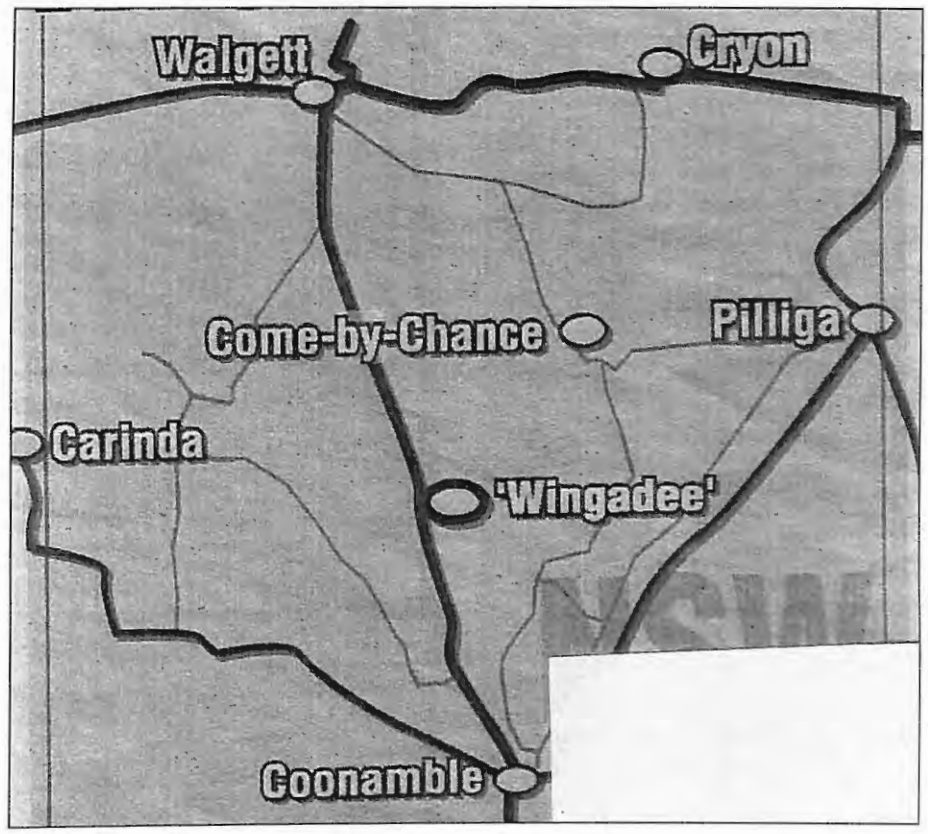
The book, entitled Wingadee – A Great Australian Station – was compiled and largely written by local Coonamble historian, Joan McKenzie, at the bidding of Clyde chairman and chief executive, David Boyd.

Mrs. McKenzie, a spry lady now in her eighties, was an occupational therapist before marrying local grazier Wal McKenzie, after which the couple lived on different properties near "Wingadee", before retiring in recent years to Coonamble.

She has written several books on local history and is regarded around Coonamble as the repository of most early information about the district, which is why she was approached recently by the present manager of "Wingadee", Richard Turner.

He had been wanting a booklet produced for his own information and for the benefit of station workers and visitors and had "sounded out" Mrs. McKenzie about compiling something using information she already had in her "Wingadee" file.

Coonamble historian, Joan McKenzie, compiled and largely wrote Wingadee - A Great Australian Station



As she puts it, the intended "little book" just kept growing as her own interest in the project grew and as former employees learned about the project and expressed an interest in contributing their own recollections.

It was at this point that David Boyd became involved and committed the company to backing the publication of a book, which Joan would write, with help from several contributors, and edited by Abigail McLaughlin, a former reporter and magazine section editor of *The Land*.

All former employees and those with an interest in "Wingadee" were invited to attend the launch of the book, which involved presentations at the shearing shed and farm inspections, followed by a barbecue.

The book traces the history of "Wingadee" from its white occupation in the 1830s through its seven phases of subsequent ownership to the present day.

It was a William Blackman who first squatted in 1834 on a large area of land he called "Bullarora" along the Castlereagh River where the present "Wingadee" now stands.

In the late 1859s newly-arrived Scottish immigrants, Allison and Downey discovered that a licence fee was outstanding on a portion of Blackman's run west of the Castlereagh and, seizing the opportunity, paid the fee and obtained the licence.

They called the property "Dahomey No. 2" and a few years later sold it to Angus McInnis from the New England, under whose ownership the name "Wingadee" was first used, but the 1860s drought ruined McInnis and the land reverted to Allison.

The first wool is believed to have been loaded from "Wingadee" in the early 1860s. Sheep were then displacing cattle in the Coonamble district as a result of a recent pleuro-pneumonia outbreak in cattle, and strengthening demand in London for colonial wool.

"Wingadee" was one of the few properties in NSW to have its own wool scour, remnants of which can still be seen on the property.

In 1884 all William Allison's Coonamble leases were purchased by Andrew Tobin, who by then held adjacent leases of "Bullarora" east of the river, and the following year a

survey consolidated all his leases into one Wingadee Pastoral Holding.

Despite the successive visitations of drought, floods, industrial troubles and rabbits, "Wingadee" flourished under Tobin's 20-year ownership and during this period much of the basic improvement of the property was done. Fences were erected; tanks excavated and bores sunk to supply water to all paddocks. Buildings were constructed including the original homestead (since demolished), the shearing shed and various out-buildings, some of which are still standing.

The book records that one year in the early 1890s, 260,000 sheep were shorn at "Wingadee" including 30,000 owned by Tobin's son-in-law, Aubert Loughnan, for whom he had bought an adjoining property, "Tourable".

Following Tobin's death in 1904 the executors of his estate sold "Wingadee" to the New Zealand and Australian Land Company, ushering in a mostly successful period of company ownership that was to survive for more than 70 years.

Included in the sale were 106,185 hectares (of which 44,851ha were freehold), 95,000 sheep, 197 horses and 432 cattle. The purchase price was £292,759.

An interesting comment on "Wingadee" was made by William Soltau Davidson, the long-time general manager of NZAL Co (or "the Land Company", as it became known), following his retirement in 1916.

In a book of his memoirs of 52 years' service with the Land Company, he wrote: "This (Wingadee) is a magnificent estate which now and then yields a specially good profit but its promises are frequently better than its

A steam engine hauls bales of wool from "Wingadee"

performances, as it is so quickly affected by changes in the seasons."

In the 1930s the station staff comprised sheepmen, teamsters, jackaroos, station hands, gardeners, rabbiters, shed hands, shearers, crutchers, musterers, sheep feeders, burr cutters, a cattleman, mechanic, bootmaker, cook, hut cook, builder, butcher, mail boy, housemaid and laundress.

Today's station is run by eight permanent staff.

By 1934 "Wingadee" was a property of about 80,000 hectares carrying 60,000 Merino sheep and 1000 fattening age bullocks.

The Second World War left "Wingadee", like many station properties, critically short of labour, especially when the country lapsed into a severe three-year drought from 1944, exacerbated by rabbits, necessitating scrub cutting for sheep.

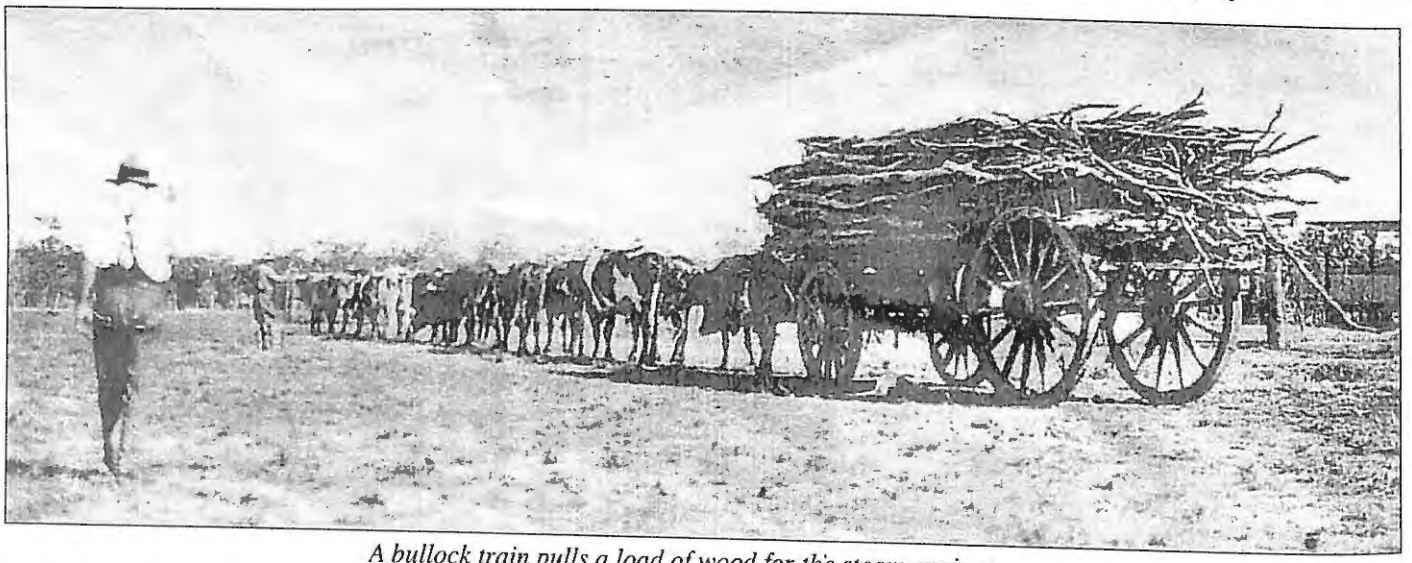
Dry years were followed by a run of wet years in the 1950s, starting with the flood of 1950, when the Coonamble district was deluged with 1100 millimetres of rain for the year – the highest recorded.

According to a former relieving manager, Bob Webster, "Wingadee" by 1960 (following resumptions for soldier settlement after the war) was running about 55,000 Merino sheep including 24,000 breeding ewes. The annual woolclip was about 1800 bales.

In 1969, by which time earnings from Merino sheep had slumped dramatically, the Land Company was bought outright by Dalgety Australia Ltd. in a controversial manoeuvre aimed at enabling Dalgety to transfer assets from Britain to Australia.

Dalgety held "Wingadee" for eight years, during which time it was forced by a "black ban" imposed by shearers on the woolshed in 1971 (following a dispute over working conditions) to discontinue sheep production and switch to cattle.

This strategy was similarly doomed, as beef markets collapsed three years later and remained flat for several years. It was in this unpropitious market



A bullock train pulls a load of wood for the steam engines

environment that Dalgety decided in 1977 to quit "Wingadee", and began scouting for possible buyers.

Martin Ryan, a successful grazier from a Brewarrina family and a man not afraid of a "punt", took a two-month option over the freehold portion of 53,164ha (131,371 acres) for which Dalgety was asking $2.6 million.

This gave him a window of time to round up other willing buyers, and in due course he stitched up an agreement involving 24 other parties (many of them adjoining neighbours). Together they entered a contract of sale for a consideration of $2.2 million.

Ryan, as intended, ended up with the lion's share – an area of 21,580ha including the homestead and farm buildings and the right to retain the name "Wingadee".

As a sheep man from way back, Ryan lost no time reaching agreement with the shearers for lifting the black ban on "Wingadee" and proceeded to establish a Haddon Rig-based Merino flock which ultimately totaled about 30,000 head.

He also instigated cereal cropping on a serious scale, initially using share farmers as a means of restoring productivity to country dense with weeds after repeated flooding.

Tragically, Ryan's plans for "Wingadee" were cut short by his death in 1983 in a light aircraft accident (his two brothers met similar, separate fates) over "Thylungra" near Quilpie, just days after taking possession of the historic property.

Management of "Wingadee" was taken up by Ryan's widow, Ann, and their 18-year-old son, Bill.

Together they improved the flood-prone western end of the property for cattle fattening and expanded the cropping programme to more than 9000ha, with another 2400ha share-farmed.

In 1989, with the wool market and rural confidence on a "high", the Ryans offered "Wingadee" for sale by auction on a walk-in-walk out basis, carrying at the time 23,000 sheep and 562 cattle. Clyde Agriculture, an Australian subsidiary of the UK-based Swire Group, offered the unsuccessful top bid of $12.7 million, and later purchased the property for $12.9 million

At the time, it was the highest price realized for an Australian rural property and signaled the company's seriousness about becoming a major pastoral player as well as a cotton producer on its existing properties at Bourke.

Clyde chairman, Edward Scott, and managing director, David Boyd, quickly set about building "Wingadee" into the company's flagship holding, undertaking further improvements and expanding the total area by repurchasing former blocks of the station.

By 2002 the property as bought by Clyde from the Ryan estate had been increased in size by 35 per cent, taking its area to 31,160ha (about 77,000ac.) and "Wingadee" now supports four main enterprises: Merino sheep, cattle breeding, cattle fattening and broadacre cropping.

***Wingadee – A Great Australian Station* can be purchased for $25 (plus postage and handling) from Abigail McLaughlin. Contact (02) 6833 9993, fax (02) 6833 9952, or email: abigail.jim@bigpond.com**

The Wallet Poem

After the death of her father, Mary Midgley of Tadcaster, Yorkshire, found this lovely poem tucked away in her father's wallet. It was written by Elizabeth Akers Allen (1832-1911) and deserves to be better known. From This England, Spring 1994.

Backward, turn backward, O time in your flight,
Make me a child again just for tonight!
Mother, come back from the echo-less shore,
Take me again to your heart as or yore.
Kiss from my forehead the furrows of care,
Smooth the few silver threads out of my hair.
Over my slumbers your loving watch keep;
Rock me to sleep mother - rock me to sleep!

Backward, flow backward, O tide of the years!
I am so weary of toil and of tears,
Toil without recompense, tears all in vain,
Take them and give me my childhood again!
I have grown weary of dust and decay,
Weary of flinging my soul-wealth away,
Weary of sowing for others to reap;
Rock me to sleep, mother – rock me to sleep!

Tired of the hollow, the base, the untrue,
Mother, Oh mother, my heart calls for you!
Many a summer the grass has grown green,
Blossomed and faded our faces between.
Yet, with strong yearning and passionate pain,
Long I tonight for your presence again.
Come from the silence so long and so deep,
Rock me to sleep, mother – rock me to sleep.

Over my heart in the days that are flown
No love like mother-love ever has shone,
No other worship abides and endures,
Faithful, unselfish, and patient, like yours.

None like a mother can charm away pain
From the sick soul and the world-weary brain,
Slumber's soft calm o'er my heavy lids creep;
Rock me to sleep, mother – rock me to sleep.

Come, let your brown hair, just lighted with gold,
Fall on your shoulders again as of old.
Let it drop over my forehead tonight,
Shading my faint eyes away from the light.
For with its sunny-edged shadows once more,
Haply will throng the sweet visions of yore;
Lovingly, softly, its bright billows sweep;
Rock me to sleep, mother – rock me to sleep!

Mother, dear mother, the years have been long.
Since I last listened to your lullaby song;
Sing then, and unto my soul it shall seem
Womanhood's years have been only a dream.
Clasped to your heart in a loving embrace,
With your light lashes sweeping my face,
Never hereafter to wake or to weep;
Rock me to sleep, mother – rock me to sleep!

"UP THERE CAZALY!" By Larry Noye

Larry Noye

THE CRY, *"Up there Cazaly!"* was a cry heard on football grounds in Melbourne eighty years ago. A song with that title, written by Mike Brady, became a top-selling record in 1979, and its impressive strains are likely to be heard still where football folk gather.

But little is known about the man honored with this song and battlecry.

I knew Roy Cazaly, who glittered in Australian football in the 1920's, and, as I learned, was a most likeable man.

He had played in turn for St. Kilda and South Melbourne – the Sydney Swans of today – and rose to an eminence in which he was chosen by the noted Sporting Globe writer of the day, H.A. de Lacy, as the finest player between the two World Wars.

He took over coaching lowly Hawthorn, and under his knowledge of the game and improved fire, Hawthorn made its first rise up the ladder – only to miss the Final Four through North Melbourne player Sid Dyer's last-minute goal in 1943. He in fact renamed the innocuous-sounding "Maybloomes" the "Hawks".

Tasmania figures largely in the Roy Cazaly story. It was in the island State that he finished his playing career, and where he launched his physiotherapy business.

Born on January 13, 1893, son of James Cazaly, Roy was youngest boy in a family of nine. The boy grew, and is said to have become a champion oarsman in his native England. A backyard bym set up by his father presumably was behind his later rise as a footballer; in his adult years he had a football strung up in a shed and spent long hours practice leaping for the ball. He developed what he called "the art of breathing", which put air in his lungs and powered the famous leap that later excited football crowds.

Cazaly was said to be a bundle of energy as a boy and, "in everything but a wash"!

A mate about the South Melbourne beachfront was Frank Beaurepaire, two years his senior. Beaurepaire, a future Olympic swimmer, would swim well out into the choppy waters of Port Phillip, with his mate Cazaly rowing a boat behind him.

Roy Cazaly's playing career began at sixteen with St. Kilda in 1909, in days when that club, and South Melbourne, were suburbs on the outer fringe of Melbourne city area. Carlton, with whose Seconds he had played briefly, had let him slip through their fingers.

One admirer wrote that Cazaly wasn't particularly auspicious at St. Kilda, but that after transferring to South at twenty-seven in 1921, lo . . . well, read on: "It was a changed Cazaly I saw on the field," he wrote. "He was a revelation, a matchwinner, an artist. His wizardry had opponents in a quandary, all being rattled by the cry of the crowd, "Up there, Cazaly!"

"By this time he was the most discussed footballer in the game. Crowds were attracted to the match in which he was playing and all waited for

Roy Cazaly Senior, left, and junior, at their Psyiotherapy clinic in Hobart

Caricature by Wells - Cazaly in the Victorian jumper

him to crouch for his famous spring. They tried to synchronise their cry. "Cazaly certainly played his part; with a well-judged leap that seldom failed to bring down the ball."

Greying newspaper files attest to the battles of old.

There were struggles between Victoria and West Australia. In 1924 Victoria, bent on recapturing the title of Australian champion team lost to West Australia in Perth in 1921, met invigorated West Australia at North Hobart Oval on August 9, 1924. Cazaly, whose 6 ft and 12½ stone was about par for a ruckman in the day, exchanged unpleasantries with the big West Australian ruckman "Fat" McDiamid throughout the game. The Tasmanian crowd was pro West Australia, Victoria traditionally unpopular for their vigorous play.

In a hectic last quarter WA captured the lead. Players went down like ninepins. The Geelong goalsneak, Lloyd Hagger, who had snatched the lead for Victoria by dodging a backman, outwitting another, goaled, to snatch the lead back for Victoria, and then Tandy, fleet rover and member of the South Melbourne ruck, with Cazaly, found Hagger with a pass. His goal, his seventh, put the game beyond doubt.

Cazaly had been grounded by the heavy conditions and the attention he received.

"UP THERE . . . . 'Cazzer'!"

Roy Cazaly was the kind of footballer who induced the critic to delve deep among his adjectives and link together a chain of superlatives. Yet, in that strange manner in which we often show our greatest admiration, we strung together no superlatives. We paid our tribute to his prowess in the vernacular – in the phraseology of the man in the street. With the most commonplace catch-cry we spread the renown of this man from Capricorn to Port Arthur and wider afield to the nearby islands and New Zealand. - H.A. de Lacy

He was sick and sorry. But it wasn't over after the animated crowd dispersed and nightfall closed in.

Most of the muddied, relieved Victorian players had showered and left, when a clamour arose outside the dressing rooms. Cries could be heard from West Australian players, including McDiamid, They sounded very angry – and they were calling for Cazaly's blood!

In the Victorian camp, grim looks were exchanged. It looked like those departed team-mates would have been handy; West Australia were obviously bent on continuing the fight.
But to great relief all round, McDiamid and his team entered the rooms laughing. It was all an act! There were no hard feelings and they were on for a drink and a yarn. The corks popped and conviviality ensued.

Cazaly was obviously no angel in his play. He had the credo that, if you're hit, you hit back. It made for fair play, he said.

It's interesting to note that the legendary Bob Rose, under whose coaching Collingwood became a fair team, had the same policy.

A revealing article, an affectionate reminiscence, by the Sporting Globe's H.A. de Lacy in 1941, detailed Cazaly's play. He was coaching the VFA side Preston, in one of several journeys across Bass Strait in those years.

"Many a callous opponent started the day against a Cazaly fledgling by

Roy Cazaly

giving the youngster a belt or two to put him off his game," said de Lacy. "Cazaly took over; one bully, himself hit, was soon in the hands of trainers."
He also went into action when a big follower punched a clever little wingman. Cazaly raced up and smacked the assailant across the face. Cazaly in turn was dropped from behind with a rabbit killer from another player. Rising, he soon after figured in a pack in which his opponent was seen undergoing a violent spasm – and Cazaly coming out with the ball, "loping in that long-striding way he had."

De Lacy noted that the rough stuff was stopped in a trice, and Preston triumphed.

One wonders how such play would fare today! The harsh blowtorch of the television camera reveals much, the guilty face the Tribunal and are likely to be rubbed out. It has made for fairer and cleaner play.

Cazaly was non-playing coach of his old club, South Melbourne, in 1937-38. Success was limited. De Lacy considered he was hindered by people in the club who though they knew more about handling a team than the much-experienced Cazaly, whose plans were apt to be over-ruled by a committee vote.

He then coached Camberwell in the VFA, to considerable improvement by that side. After a return to Tasmania, he got the job at Hawthorn in the same posh part of Melbourne, toughening the "Mayblooms" in their dramatic rise.

Meanwhile, as a rural newspaper reported in recent years, "Roy Cazaly, the champion footballer, used a gun to bring down a Japanese kamikazi aircraft as a sailor in the Philippines." True, Roy Cazaly did – but it was the son of the Roy Cazaly. Roy junior had played briefly for South, and for his wartime exploit on HMAS Shropshire, was decorated.

The Roy Cazaly I knew was a chastened man. In 1958 he had visited Europe with his wife, and caught germs in Spain. Football also was said to have taken much out of his nervous system.
He supervised his busy physiotherapy business in Hobart, but the glow that

Roy Cazaly, top right in the rear row, with the New Town Club in Hobart he coached. Below him is his son-in-law Allen Park. Roy Cazaly Junior is sixth from left in the middle row.

had characterized him as he mingled in reminiscing football groups was gone.

I wrote an article on Cazaly in a Launceston paper, which included de Lacy's evaluation that he was Victoria's top footballer in his day (followed in order by Melbourne's much-remembered Warne-Smith, South's Laurie Nash and Magpie's Syd Coventry. Notice, no Jack Dyer!)

Cazaly was delighted to have old team-mates from what they call "the North" in Tasmania, posting him copies of the article, in "the South".

In Hobart, a couple of years later, I sought an audience for further writings. His wife, who lived with a virtual Cazaly clan of adult children and their spouses (he had one son and four daughters) at Lenah Valley on the lower slopes of Mt. Wellington, told me he just couldn't be bothered. Then she passed on his agreement, and I hotfooted to his parlors.

He spoke of the football of almost forty years before, with that generous attitude to contemporary stars. He was concerned later that he left out Essenden's Dick Reynolds.

I met him twice over some three years later. Once on a footpath near his business, another time on a first floor landing in Fitzgerald's store. He was "on" for a yarn – passing on some gems. He offered to choose a team of best-ever players, but we never got round to it.

One Saturday afternoon in 1962 I turned up for work on The Mercury and was told, "Roy Cazaly has entered hospital; write an obituary."

He was long months in Calvary hospital, and died there on 10 October 1963, aged seventy. A nursing nun reported that, while falling away, he would come to life if football was mentioned.

South Melbourne, still based in Melbourne, flew over Fleiter and Tandy, survivers of the famous ruck, for the funeral.

One reflects on Cazaly, a godly man. A noted footballer, with a reputation for being a lad with the ladies, he once figured in a car accident, and the injury he sustained nearly ended his career. Roy agreed with me that it might have been a warning from Almighty God.

Among tributes accorded this non-drinking, non-smoking man, was that of de Lacy. He had written, "If I wanted a boy of mine to be taught football, and be set the example of manly bearing in a hard, relentless game, I would not hesitate to ask Roy to handle him."

Roy Cazaly never knew he was honoured with the song Up There Cazaly!. It came out sixteen years after his passing.

1926 The football cry of the 20s was "Up there, Cazaly!". And here South Melbourne's Roy Cazaly plucks the ball one-handed over an Essendon opponent

Sewing Soul into a Country Town

Small country towns are doing it tough in Australia these days. The downturn in rural industries, bank closures, accompanying withdrawal of local courts, police stations, schools and hospitals have decimated many populations and forced local businesses to close their doors.

Most families find they need two wage-packets to keep a roof over their heads and feed themselves, too, so working-age women are nearly all employed, leaving volunteer organizations, tuck-shops, clubs, societies and charities to be run by the elderly.

Under these circumstances many small towns are losing that special atmosphere of friendly concern and co-operation that glue the population together and make it into a community.

It takes a special sort of person to recognize that creeping paralysis and decide to take the initiative to do something about it. Luckily for Adaminaby, that small high-country town in southern New South Wales, Ann Kennedy is one of those special people.

Adaminaby has had a precarious existence one way and another. The damming of the Eucambene River for the mighty Snowy Mountains Hydro-Electric Scheme after the second World War was scheduled to inundate the little town, which had existed in the valley since 1830. In responding to the Kiandra goldrush in 1860 it had grown from its original three residents to boast a Court House and three hotels, and by 1876 was the only place between Cooma and Kiandra where there was a Post Office. Mail was brought by pack-horse from Cooma, via Dry Plain, once a week

The impending inundation by Lake Eucambene in 1957 necessitated the dismantling and relocation of over 100 buildings about ten kilometers to what is now the present township. Some of the early buildings still exist, including one of the original churches located by the lake. Over time Old Adaminaby has developed as a holiday village, a popular venue for water skiing, wind surfing, boating and fishing. Lake Eucumbene is regularly restocked with trout by NSW Fisheries.

While many of the families in the township have been there for generations, many of the migrant families originally introduced as workers on the Hydro Electric Scheme decades ago have settled in the district. This has been good for the district in many ways, although until recently there has always been that subterranean divide between the 'old' families and the 'newcomers' that is a feature of many country communities, adding to the financial and social challenges facing small towns these days.

Upwards of three years ago, Adaminaby had a problem. The stage curtain in the School of Arts was worn beyond repair, and a replacement curtain was well out of reach of community finances. This is where Ann Kennedy came in. Ann is an accomplished dressmaker, and on discussing the situation with her friends and neighbours she came to the conclusion that between them all, and with a bit of effort and co-operation, they should be able to design and sew a truly original stage curtain themselves.

Local artist James Meverely was co-opted to design a landscape of the township, and this formed the basis of what would become a pair of stage curtains measuring nearly twenty metres wide, by three metres high. Another artist, Barbara Gough, offered

Locals John Kowalski, who helped with the display of the new curtains, and Ann Kennedy, the driving force behind getting the project off the ground

Anglican Church - Old Adaminaby

suggestions on improvements to the colour tonings, and in no time the finer points of local flora and fauna were being energetically debated.

Interest grew, and the project got under way with twice weekly gatherings, that went on for more than two years. Adaminaby experiences the sort of winter evenings that go with curling up in front of the fire with a book at home, but the sewers kept at it, and they gradually came to realize that a lot more than just sewing curtains was happening.

Little by little the stitchers were drawing the community together in a common effort for a common goal. Newcomers and old-timers, undiscovered and forgotten skills all directed to the purpose of creating something different and special. Jutte Kowalowski, not long resident in the district, applied deft fingers to the embroidery and appliqué she had learned in her native Germany, quickly becoming a warmly welcomed member of the community.

Tapestry is a craft not unusual among the male sex, and Adaminaby's curtain blossomed under the skills of Ray Sommers, who had taken up tapestry after a major heart attack. He found plenty of common ground with his female co-workers and thoroughly enjoyed the creative atmosphere.

Anne Kennedy laughed ruefully as she told of the visit to her house by some of the designers, who spied her tablecloth and pounced on it gleefully when they realised it was exactly what they had been looking for to construct the huge eucalypt tree trunk that dominates the foreground of the landscape

Pam Gibson, who made her contribution creating the annual race meeting section of the textile landscape, spoke for them all, when she said, "With the Snowy they tore down old Adaminaby. Some buildings were moved here but mostly it has been created since then, and some people don't feel that the town has the heart that it used to have. But making these beautiful curtains shows that we do still have heart and pride in our community.

It's like we've got our soul on show – and it looks pretty special!"

Post Office - Old Adaminaby

THE FLYING PIEMAN

With thanks to J.J. Doyle, who discovered this account in The Australasian Post of 7th June 1956

SOME YEARS AGO when a Sydney journalist, with an ear for our folklore, described a well-known contemporary as "The Flying Pieman of Australian Politics", the reference must have been lost on many people.

He was referring to William King, who came to New South Wales from England in 1829. King first got a job as a school master at Sutton Forrest, but later drifted to Sydney, where he became a barman. Tiring of this, he turned his hand to pie making.

King sold his tasty wares in the streets of Sydney, and gradually built up a reputation as a Pieman. His tall figure, clad in beribboned top hat, knee breeches and stockings, and white shirt with Byron collar, marked him out as one of the city's "characters".

On the 28th September 1847, he started off round the Maitland racecourse to prove he could walk 192 miles non stop in 48 hours. Although he had failed in a previous attempt, he managed it easily on this occasion, his time being 46 hours 30 minutes.

Two months later at the back of the Fitzroy Pub in Maitland, he had no difficulty in walking a thousand quarter miles in a thousand quarrer hours.

At the same locality in December, 1847, the Flying Pieman undertook in the time of one hour thirty seconds to run a mile, walk a mile, wheel a barrow a mile, draw a gig with a lady in it for half a mile, walk half a mile backwards, pick up fifty srones, and perform fifty leaps. He allowed himself 5½ minutes rest, and won the contest with 45 seconds to spare.

At Dungog (New South Wales) the following January, King turned on some spectacular performances, one of which was carry a live goat weighing 80 lbs. a mile and a half in twelve minutes!
We hear of him next at Singleton (New South Wales) performing amazing feats; and in October 1848, while on a trip to Queensland, he walked from Brisbane to Ipswich carrying a pole weighing 100 lbs., and bear the mail coach by an hour!

Such a man was William King, worthy to be remembered for his athleric prowess.

His nickname seems to secure a place among Australian expressions. "Indeed," wrote the famous Sydney bookseller, James R. Tyrell recently, in Old Books, Old Friends, Old Sydney, "I find his accurately descriprive title, the Flying Pieman, in quite frequent currenr use for anyone who is always in a hurry."

The day the Governor came to Adaminaby

by LAURETA WALLACE

IT WAS ADAMINABY'S DAY OF days when the Governor of NSW, her Excellency Professor Maria Bashir AC visited the town to unveil the new hall curtain.

The curtain, which now adorns the stage at the Adaminaby School of Arts, is a panoramic mural of the Adaminaby township which was designed by local artist James Meverly.

The hall was packed on Monday afternoon as Adaminaby locals anxiously awaited the arrival of NSW's first female governor. Anyone would have thought HRH Queen Elizabeth II herself was coming when the official motorcade pulled up to the entrance of the hall! The governor was accompanied by a very regal looking Snowy River Shire mayor Richard Wallace, Federal Member Gary Naim, State Member Steve Whan and other SRSC delegates. Locals rose to the occasion and welcomed Professor Bashir with a standing ovation.

The creators of the hand embroidered, totally original curtain invited the Governor to the launch some months back, not really expecting her excellency to accept the invitation. After the Professor accepted - much to the delight of Adaminaby folk - preparations were made in order to make the day a memorable one.

Beginning the official proceedings was master of ceremonies and Adaminaby local Ken Prendergast. After welcoming the official party the crowd gave a hearty recital of the national anthem. Decked out in his mayoral robes including a cloak lined with a fur and the official mayoral chains, Cr Wallace praised the work that had gone into the curtain.

"It is great when a community chooses to work together to pursue a goal like the creation of this curtain."

"What a feat to see so much co-operation between different ages, and different cultures."

Before the official unveiling of the curtain her excellency congratulated the people of Adaminaby.

Adaminaby School children check out the Governor's official car.

"Working together to help the community is what Australia is all about."

Recognising the work Adaminaby school children had contributed to the curtain Her excellency said, "Australia's greatest resource is our young people."

After the mayor and the Governor unveiled a plaque to commemorate the day the big moment had finally arrived with the revealing of the new curtain.

Organiser of the curtain effort, Ann Kennedy, gave a brief history of the project, "The curtain has been in the making for two and half years. Over 1000 hours of hard work has gone into the finished product."

"We began with only a few sewers, by the end of the project we had people of 12 different nationalities contributing to the project."

The curtain is made from a variety of different materials, including recycled materials. Old jumpers, used carpet underlay, beads and wool are just some of the materials that make up the curtain.

The Governor is pictured here receiving flowers from Adaminaby School Leader

Mayor Richard Wallace addresses the crowd before the unveiling of the new stage curtain

With the formalities out of the way the crowd gathered to enjoy afternoon tea and to hopefully have a chat with her excellency.

One thing is for sure - the ladies of Adaminaby certainly didn't stint when preparing the afternoon tea. The spread was fit for a queen.

While the adults were inside Adaminaby school, children took the time to have a peek in the Governor's car, with its three TV screens and leather interior. The children seemed very impressed.

As the Governor drove away it was all over. However the day won't be forgotten easily, with stories sure to be told for a good while about the day the Governor came to town.

Effie Luton and Robin Mould were at the launch of Adaminaby's new stage curtain

THE SOUTH AFRICAN WAR

by Roger Hughes

THE SOUTH AFRICAN, or as it is more commonly known, the Boer War of 1899-1902 saw Afrikaners, mainly descendants of Dutch, German and French settlers, pitted against the might of the British Empire. The Boers did however attract some support with volunteers from Holland, Germany, Russia and other European nations, as well as a few Americans. The British included in their forces units from Australia, New Zealand and Canada. They too recruited a few American volunteers.

The British forces vastly outnumbered their enemy, 450,000 against a Boer force of 75,000. Nevertheless the British lost 22,000 men. The Boer forces lost less than half that number in the field, but if we add their civilian losses the figure comes to about 33,000.

The problems between British and Boer date back to the early years of the nineteenth century. The Dutch were the first white settlers, the original Cape Colony being established in 1652. Other Europeans arrived, including Germans and French Huguenots. Nevertheless by the time of the Napoleonic Wars the majority of the whites in the Cape Colony still had some Dutch ancestry and they spoke Afrikaans which is derived from the Dutch language.

The indigenous people of the Cape, known as Hottentots and Bushmen appear to have affected little resistance to white settlement, and in fact racial mixing produced the people who are now known as Coloureds in South Africa today. The Boers extended their occupation northwards and this brought them into conflict with Bantu tribes such as the Xhosa. Warfare between Boer and Xhosa broke out in 1779 and again ten years later.

During the Napoleonic Wars the British annexed the Cape Colony. Many of the Boers were not happy with this but active opposition ceased after the Slachter's Nek Rebellion of 1815. Discontent still simmered however, and this was exacerbated by the arrival of British migrants, the replacement of Afrikaans by English as the official language, and the lack of government support in troubles with the Xhosa. Things came to a head in 1834 when the British banned slavery and then failed to pay the Boers enough of the promised compensation for losing slave labour. Over the next four years up to half of the Afrikaans-speaking people in the cape colony migrated northwards in what became known as The Great Trek.

The Boers established two states that they hoped would be independent. They were called the Orange Free State, and the Transvaal.

Some trekkers came into conflict with powerful Bantu tribes such as the mighty Zulu. In 1838 a force of 500 Boers engaged 10,000 Zulu in the battle of Blood River. Despite being vastly outnumbered the Boers defeated their enemy with minimal losses.

When diamonds were discovered in the Orange Free State in 1871 the British annexed part of their territory and six years later tried to annex the Transvaal. This led to the First Boer War during which the British suffered serious defeats. At the battle of Majuba the British lost 280 men, while the Boers lost only one man.

A compromise was reached and while the Transvaal stayed a British Colony the Boers were left to run their internal affairs. The Transvaal President, Paul Kruger, signed a new treaty with the British in 1884 that improved the position of the Boers and changed the country's name to the South African Republic.

The relative poverty of the country meant there was little more they could do to assert independence until 1886 when the opening up of extensive gold fields brought considerable wealth to the Republic.

The goldfields attracted thousands of outsiders, referred to by the Boers as Uitlanders, who complained of what they saw as a lack of rights compared to the Boers. Tensions rose and were made much worse with the Jameson Raid in 1895 when 500 Rhodesian mounted police came to support the Uitlanders. The situation deteriorated, especially with a build up of British forces, and on 11 October 1899 war was declared between Britain and the Boer nations.

MAJUBA

At dawn on February 27, 1881, 365 British soldiers staggered on to the summit of Majuba Hill in Natal in the last and most disastrous bid to relieve garrisons trapped in the Transvaal by a Boer insurrection. From the 6,000 foot hill they hoped to blast the turbulent burghers out of their strongpoint at Laing's Nek and break through to the rescue. But appalling errors doomed the British to defeat.

Nobody troubled to dig in or fortify any of the hillocks that studded the summit. Then a force of some 1,000 Boers opened a heavy covering fire. The British force, pinned to the ground, was unable to follow the movements of the enemy assault parties. Consequently, when 180 Boers burst over the crest of the hill they took the British completely by surprise. With no defensive positions to fall back on, the dumbfounded men were quickly isolated and picked off. The survivors fled for their lives, leaving behind 93 dead and 133 wounded. To the British Commander-in-Chief Majuba was placed on a par with Isandhlwana as a "rout .... almost unparalleled in the long annals of our Army." Afterwards, the Highlanders were said to have panicked, but an officer in the burial party recorded that "all were shot in the chest" and none in the back.

The Boers had a very few regular military units, although they had managed to procure some modern artillery pieces. The bulk of their forces were made up of militia units known as commandos, comprising from 200 to 1,000 men. At the start of the war their total military strength was estimated at 54,500 men, including 500 foreign volunteers.

Initially the British in South Africa only had 14, 750 men but reinforcements soon arrived to build up the numbers to 84,016 by the 1st December. Further units were formed locally comprising Uitlanders, loyal Afrikaners and a group of Texans. A total of 30,000 troops were sent by the Dominions.

The early months of the war went badly for the British. On the 13th October 1899 the Boers bombarded and then captured a British armoured train south of Mafeking. Boers were at home on the veldt and their reconnaissance was generally more efficient than that of the British. By November they had three important railway towns, Mafeking, Kimberley and Ladysmith, effectively under siege

Nevertheless the sieges meant that a big proportion, 25,000 in fact, of the Boer forces were tied up, and by the end of 1899 they had probably lost their chance of winning the war. The Boer commandos generally inflicted four times the casualties on the British as they suffered in return.

The larger British forces could sustain a greater rate of casualties. Despite more disasters such as the battle of Spion Kip where they lost 1,000 men, the British started to gain the upper hand. On the 15th February 1900 they relieved Kimberley, and on the 28th they relieved Ladysmith. The previous day the Boer General Piet Cronje was captured, together with 4,000 of his troops, probably the biggest single loss for the Boers during the war.

The Boers were in crisis and Kruger offered peace on the condition that the Boer republics be given independence. This offer was refused and

The Boer Commander-General "Slim Piet" Joubert was thought to be the most moderate of the Boer leaders – though it was he who decimated the British forces in 1880-81

the British advance continued. The Boers however had not lost their fighting spirit and resorted to guerilla warfare.

In May 1900 the British relieved the siege of Mafeking, annexed he Orange Free State and began the invasion of the Transvaal. On the 5th June Pretoria was taken. The Boers however still had weapons and ammunition as well as money to buy more if these ran out. There was one more big battle on 11th June 1900 at Diamond Hill where 7,000 Boers faced 16,000 British. Once Diamond Hill itself was captured the Boers slipped away during the night. This was the end of the war by conventional means.

Guerilla warfare by the Boers was met by a scorched earth policy by the British. This type of war was draining on them but eventually better intelligence and scouting improved their prospects. To remove sources of support the British destroyed farms, slaughtered livestock and removed civilians. Large areas of veldt were set ablaze by both sides to deny fodder. Large sweeps across the veldt, barbed wire and blockhouses were also used to defeat the Boers.

Meanwhile growing numbers of refugees and those thrown off their farms were presenting a problem, both in regards to accommodation and sustenance. The British started establishing refugee camps in September 1900. These came to be known as concentration camps and their history is one of the worst aspects of the war. Although there was some humanitarian motive in establishing the camps as they provided shelter for refugees, they were also used to intern Boer civilians who might otherwise assist their countrymen in the commandos.

In March 1901 there were 35,000 white people in the camps, but the number grew to 110,000 six months later. By then 34 camps had been established, many with grossly inadequate medical, logistical and sanitary facilities. Together with serious overcrowding this meant diseases like pneumonia and dysentery spread leading to a terrible death rate. A total if 27,927 Boers died in the camps, the majority being under 16 years old.

Africans were also placed in camps. Sixty refugee camps held a total of 115,000 blacks, about 14,000 during the war. Blacks at the time were already a majority in South Africa. Most of them, as well as Asians and Coloureds, tended to have more sympathy with the British than the Boers but there was no general uprising. Native African rulers tried to stay neutral but there were some cases of hostility, even murder, against the Boers. Both sides

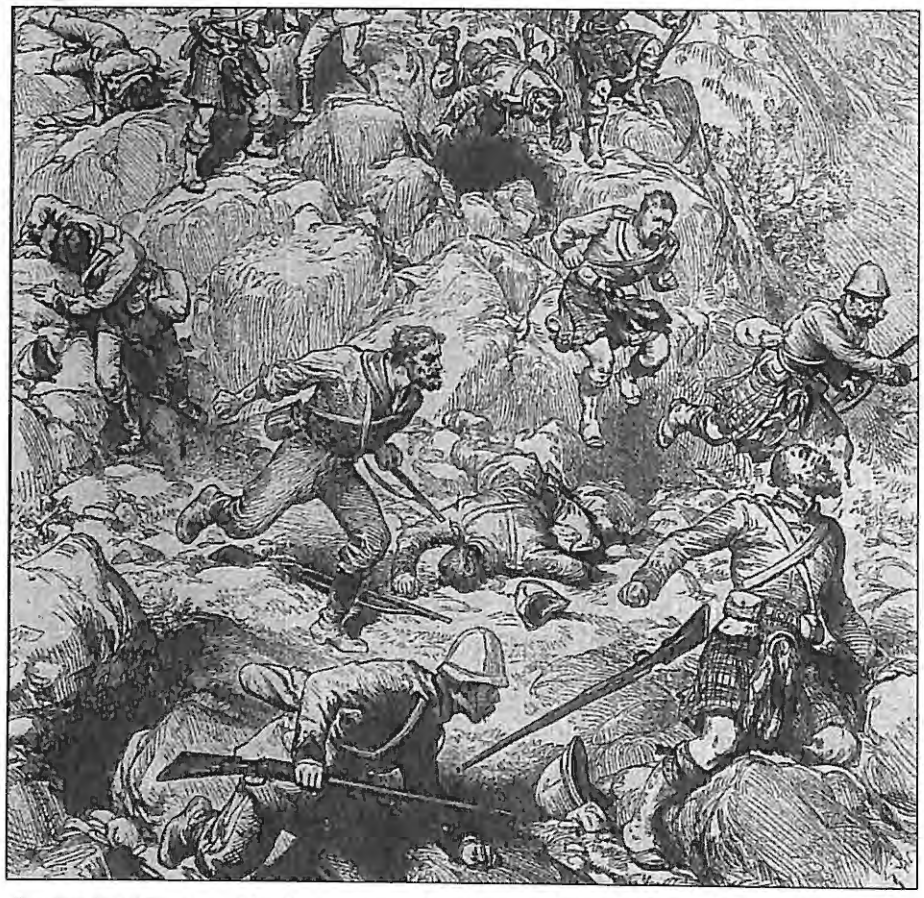
The Boers kept up a murderously accurate covering fire at Majuba so that assault groups could claw their way up the north face of the hill unobserved and seize the summit

used non-whites for logistical and labour roles. A limited number of Africans served with at least one Boer commando and the British had something like 30,000 carrying arms.

While the Boer War never seemed to have the same effect on our national psyche that later conflicts had, it was at the time the biggest war Australia had participated in. Federation came about almost two years after the war started; hence most of the military units sent to South Africa were raised by individual colonies. The war dragged on long enough however for the newly formed Commonwealth to send the first genuine national force.

Initially the war seemed to engender some nationalistic spirit. To force patriotic support hundreds of thousands of commemorative medallions were struck and handed out to schoolchildren. A total of 16,378 Australians were involved in the war in which we lost 518, although more died from disease than enemy action. Enthusiasm for the war tended to wane, partly due to horror stories of the concentration camps, and partly due to the attitude of the British and their treatment of Australian troops.

Following a Boer victory at Wilmanrust farm a British commander blamed the Australians, referring to them as a "fat-arsed, pot-bellied lazy lot of wasters." Three Australians who complained about this were tried for mutiny and sentenced to death, although this was later commuted. The Australian government was not told anything about this incident and only learnt about it from the newspapers.



Gordon Highlanders, Northamptons and sailors flee down Majuba Hill under a hail of bullets after being swept from the top by a furious Boer attack

In the case involving Harry "the Breaker" Morant, he and another Australian officer were convicted and executed for killing Boer prisoners. Again the British did not inform the Australian government. The wife of one of the executed officers only came to know about the case when she read about it in the newspapers. Many Australians also felt that Morant and his comrades had been made scapegoats and that what they did was common practice among the British troops.

Meanwhile the war continued, but the Boers were having less success as the British adopted tactics to counter guerilla warfare. Many Boers were giving up the fight and some actually went over to the British side.

In March 1902 negotiations began and by the end of May the Treaty of Vereeniging ended the war. The commandos laid down their arms and the Boer republics became part of the Union of South Africa.

The new South Africa became a loyal member of the British Empire, at least until the middle of the twentieth century, supporting Britain in both the First and Second World Wars. Nevertheless while Britain won the war in South Africa it was the Afrikaner population which came to dominate the country politically, former Boer leaders Jan Smuts and Louis Botha both rising to positions of leadership in the new nation.

Unfortunately divisions in South Africa, such as those between English-speakers and Afrikaans, or between blacks and whites, still remained and contribute to the problems still occurring in that unhappy country to this day.

Men of a British patrol stare at Majuba Hill in blank disbelief as their comrades stream down its steep sloped to escape the victorious Boers

Main sources:
Smurthwaite, David, "*The Boer War 1899-1902*" Hamlyn, London 2002
Cremin, Aedeen (editor), "*1901 Australian Life at Federation: An Illustrated Chronicle*" UNSW Press, Sydney 2001.

Honest Ben Chifley

By Roger Hughes

JOSEPH BENEDICT, or as he was more often known, 'Ben' Chifley has been described as Australia's most popular Prime Minister. During his career he gained a well deserved reputation for honesty, dedication and doing the best for the people of Australia.

Chifley came from fairly humble origins. He was born in Bathurst in 1885, son of a blacksmith or Irish Catholic background. Early in life he was sent to live with his grandfather on a farm near Limekilns about 20 kilometres from Bathurst. He was to see little of his parents over the next ten years.

Chifley's grandfather was a widower who lived in a slab house with his daughter, Mary. He was sixty when Ben went to live with him, and Mary was twenty-one. Ben seems to have been sent mainly to help out on the farm. No doubt he was kept busy, but nevertheless he was enrolled at the local school and received rudimentary education. Descriptions of his teachers give the impression that they left a lot to be desired, but the young Chifley nevertheless gained a level of literacy that allowed him to become an avid reader.

Over the years his grandfather's health waned and he eventually died in 1889 while visiting relatives in Bathurst. Ben, just thirteen at the time, was too young to take over the farm and so returned to live with his parents. He was then enrolled at St. Patrick's Boys' School. Unfortunately, having not had very good schooling at Limekilns, he was behind other boys of his age and doesn't seem to have caught up in the two years he was at St. Patrick's.

Joseph Benedict Chifley 1945-1949

Chifley left the school when he was fifteen but still had a keen desire to better himself by learning. Over the years he did a number of courses at night school, attending up to four times a week.

His first job was in retailing but he found this unsatisfying and felt his employer was exploiting the staff. He left the shop and after a short period in a tannery he embarked on a career with the State railways. Although he started as a shop boy he applied himself and progressed until he finally became a driver.

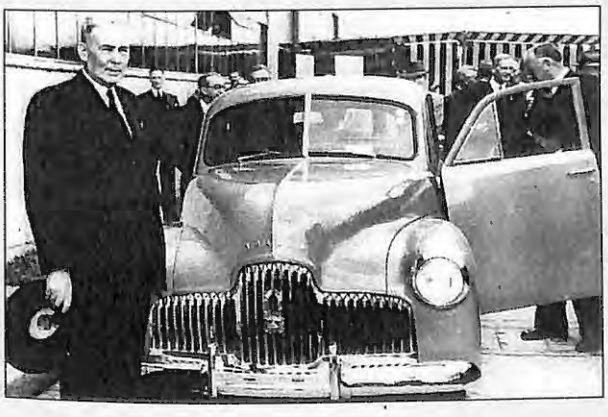
Chifley also became a union activist and, like his father, a member of the Labor Party. The party at the time staunchly supported the White Australia policy. Under this policy Asians and other non-European people were generally barred from entering the country as migrants. Chifley supported the policy through his career and seems to have had a racial consciousness and pride in his heritage not very evident in today's politicians.

Chifley became romantically involved with Lizzie McKenzie, daughter of a Scottish-born railway worker. The McKenzies were solid Presbyterians, while Chifley remained a church-going Catholic. Nevertheless the relationship continued and in 1914 the couple were married in a private ceremony in a Presbyterian Church in the Sydney suburb of Glebe.

Within a few months World War I started and Australians in general seemed to have supported the war effort. Nevertheless about a month later the government of Joseph Cook fell and Labor governments, first under Andrew Fisher and then under W.M. "Billy" Hughes, came to power. Hughes tried to introduce conscription and although unsuccessful this lead to a split in the Labor Party. Chifley was active in opposing conscription.

***BEN CHIFLEY**, with an early Holden car. He is credited with ushering in this part of the Australian car industry – an achievement which would have been impossible today, as the Commonwealth Bank which financed it is no longer available to Governments.*

Detroit interests in the US took up a proposal to establish a car industry based in the Melbourne when Chifley offered finance to establish workings at low interest in the late 1940s. The Australian steel industry had been made possible at Newcastle as early as 1915 because an early Labor Government made available Commonwealth Bank finance to BHP at an interest rate private banks showed no interest in offering. This is chronicled in Prof A.G.L. Shaw's The Story of Australia.



In the mid 1940s Chifley, as Treasurer, was able to provide loans from the Commonwealth Bank at 4% interest – one of the boons for 1,000 of the worst-hit farmers throughout Australia. Such a rescue was made impossible when the co-operation of Keating and a silent Howard led to converting the bank into just another banking buccaneer, with privatization.

It was a blow to full employment, quickened by the lossening of controls over imports, and restultant business bankruptcies in Australia.

~ Larry Noye.

Chifley also played a part in the Great Strike of 1917 and was victimized for this, although later he was reinstated. In 1920 he helped found the Australian Federated Union of Locomotive Enginemen.

His first attempt at entering parliament was in 1925 when he contested the federal seat of Macquarie, which at the time included Bathurst. He was unsuccessful that time, but was not put off from seeking a political career and ran again in 1928. In August of that year Billy Hughes had predicted that White Australia would be one of the main issues in the election. Non-white immigration was pretty well non-existent at the time but there were an increasing number of non-British migrants entering the country. Chifley nevertheless made immigration, ethnicity and unemployment important planks in his campaign. He railed against east European migrants who he claimed were displacing local workers in the Bathurst district and other migrants being used as scab labour on the Melbourne waterfront. With community concerns about rising levels of unemployment his speeches struck resonance with the electorate and he won the seat of Macquarie.

Ironically, while Chifley expressed concerns about immigration from southern Europe and the dilution of the British race, his campaign manager was Tony Luchetti, the son of an Italian migrant.

While Chifley took his seat in parliament it was as a member of the opposition until the Labor Party came to power under James Scullin on 12 October 1929. In the following year he became Minister for Defence and earned a reputation as a tireless worker who put in 16-hour days. On weekends he would often return to Bathurst and still attend local Labor branch meetings.

Chifley, however, was not too enthusiastic about Scullin's economic policies. They were not too popular with the electorate either and early in 1932 the Scullin government fell, being replaced by Joseph Lyons of the United Australia Party. Chifley lost the seat of Macquarie.

He did not give up politics, and continued to work with the Labor Party, became a Bathurst councilor and edited a newspaper. In 1935 he participated in a Royal Commission into banking. Chifley advocated nationalization of the banks.

Ben Chifley with Robert Menzies

During World War II things looked up for Chifley and the Labor Party. The party came back into government in 1941 with John Curtin as Prime Minister. Chifley regained the seat of Macquarie, was appointed Treasurer and gave invaluable support to Curtin. The threat of a Japanese invasion was causing serious concern verging on panic, but Chifley's placid demeanor projected an aura of considerable calm amid the mayhem.

Meanwhile, as Treasurer, he set about maximizing government revenue and took from the States their power to levy income tax. In September 1942 he presented the first real Labor budget which showed a doubling of the money spent on the war since the previous Menzies government. He pointed out that 50% of the Australian workforce were now involved in the war effort and praised the "spiritual zeal" of the people and their readiness to make sacrifices.

Bathurst, 1945: Ben Chifley's home is the first on the left.

Luckily the Japanese invasion never eventuated and by 1945 the tide of war was going in our favour. Curtin unfortunately was not to see victory, as he passed away on 5 July 1945. He was succeeded for a short time by Francis Forde, but Chifley was more popular with the party, and became Prime Minister on 13 July 1945.

The war was drawing to a close, some troops had already demobilized, and Chifley had the task of ensuring the country had a smooth transition from a wartime to a peacetime economy. In this he seems to have been highly successful, avoiding inflation and with unemployment never going above 0.5%.

One of the most significant acts the Chifley government was responsible for was starting the great post-war immigration scheme. At the end of the war 95% of the population claimed to be of British stock and it was intended that 90% of migrants would come from Britain. This proved too difficult if the proposed large number of migrants was to be maintained, and in 1949 only half of them were British. Nevertheless the White Australia policy was maintained and non-European immigrants were generally not admitted. In fact the government expelled Asians who had entered Australia as refugees during the war, including some who had married Australians.

The Chifley government tended to be progressive and development-oriented. In 1946 they purchased QANTAS airlines, founded Trans-Australia Airlines and began the construction of the Snowy Mountains Hydro-Electric Scheme. Chifley's popularity was confirmed when he won the election of September 1946. A referendum at the time gave the federal government control over pensions, child endowment and unemployment benefits.

On the other hand Chifley failed in his ambition too nationalize the banks and despite being a Labor leader he brought in the army during the miner's strike of 1949.

His popularity tended to wane, and in June 1949 he lost an election to Robert Menzies. Most people in the Labor Party still supported him and he stayed on as opposition leader and fought the 1951 elections. He was unsuccessful, but worse still, his health was failing. On 14 June 1951, during a ball to mark the 50th anniversary of federation, Menzies announced that Chifley had died in his sleep.

Thus Australia lost one of our most loved and respected political leaders.

Main sources:
Day, David, "*Chifley*", Harper Collins Publishers, Pymble 2000. Holliman, Joanne, "*Century of Australian Prime Ministers*", Woollahra Sales and Imports, Newtown 2003

Ben Chifley was guest speaker at the ALP Annual Convention at Trades Hall

Locomotion

AT 3.00. pm on October 22nd, 1874, Governor Weld lifted the first sod, of the first Government Railways and deposited it reverently in a ceremonial wheelbarrow.

Everywhere about the port town of Geraldton in Western Australia, were flagpoles and decorations, bright bunting, banners and bannerets streamed in an air of rejoicing.

The stores and workshops were closed and, according to a contemporary writer on the day the inhabitants, an exceedingly decorous and almost amiable multitude, turned out in their best bibs and tucker.

As the Governor poised his spade, a red-coated brass band, a source of unbounded pride, struck up the tune "He's A Fine Old English Gentleman." The crowd burst into cheers and laughter, so whole-heartedly, and so loud that the music was completely drowned out. The band not be outdone, played even louder and drowned the cheers and laughter.

A boisterous combat ensued between the bandsman and the seemingly exceedingly decorous and almost amiable multitude.

Which culminated in merry bedlam, as the Governor wheeled the barrow to the end of the plank.

Despite the hard times, he drank a toast with a tankard of Champagne, to the success to the railway, and his carriage was then drawn back to town by a team of strong workmen.

So began the Champion Bay to Northampton Railway, a mere 33 miles and 66 chains of rail intended to carry a sturdy, but little train at the then breathless speed of 12 miles per hour.

J.J. Doyle.

Adapted From The Centenary Issue "West Australian" 1933.

CONTRIBUTIONS WELCOMED

ARTICLES and other contributions, together with suggestions for suitable Heritage material, will be welcomed.

However, those requiring used or unused material to be returned should enclose a stamp and addressed envelope.

A FAMOUS AUSTRALIAN
FOUNDING FATHER
COLONEL WILLIAM LIGHT

" Dear George, I have consigned one of my children to your care and authority. He is now six years old . . . . "

This was the opening of a letter which George Doughty, of Theberton Hall, Suffolk, received from his old friend, Captain Francis Light, on September 11th, 1792, and almost immediately after the letter there arrived the child, William himself!

THE actual date of the boy's birth is unknown, but if the information given to George Doughty was accurate it must have been sometime in 1786. Fathers, however, are notoriously forgetful of the ages of their offspring, and in Francis Light's case he could, perhaps, be forgiven if he made no definite record of the date, even though the boy was his eldest son, for his life was one of strange romance and adventure.

Captain Light had been the master of an East Indiaman and while in Malaya had assisted the King of Quedah in the quelling of rioters. As a reward he had been given the hand of the Princess, Martina Rozells, in marriage in the year 1772, and had received the island of Penang in her dowry. Renaming it Prince of Wales Island, he allowed the East India Company trading posts there, in return for which they were to pay an annual subsidy to his father in-law. He, himself, took the position of governor. He had plans of returning to England to retire; in fact, he wrote in the same letter in which he consigned his son to his friend, asking him to make arrangements there for him about some land. But two years after William left the East his father died of malaria.

The boy William, was given a warm welcome after his lonely voyage, Mrs. Doughty was a most "amiable lady" and treated the child as her own son. When her husband George died in 1798, she took over the responsibility of the guardianship herself.

At Theberton Hall, William was completely happy. The English surroundings were so very different from those to which he had become accustomed in his early years. It became to him a real home, and for his foster mother he developed a deep and lasting love.

When he was fourteen, William volunteered for the navy and joined the frigate HMS Clyde. In 1801 he was made a midshipman. He was in the navy for only a few years however, and left to travel in the East.

Three years later William Light joined the army as a cornet of dragoons. The following year he was promoted to lieutenant, in 1814 to captain of infantry, and became a brevet-major in 1817. During this military period of his life he served through the Peninsular War in the 4th Dragoons, where his knowledge of both French and Spanish was extremely useful, and where also he distinguished himself by his outstanding gallantry, The latter quality drew comment from Sir Charles Napier in his book on these wars, in which he spoke of Light's extraordinary courage and resource. William next joined the staff of the Duke of Wellington as an intelligence officer, and performed valuable work in that capacity. For part of these years where there was no actual fighting to be done, he was retired on

half-pay, but did not finally leave the army till 1821.

William Light in his twenties and thirties was a man whom people noticed. Although only of medium height, he was extremely handsome, and possessed a striking personality and charm of manner. Besides being both a seaman and a soldier he was a good mechanist, musician and artist. Wherever he travelled he made sketches of what he saw, many of which have subsequently been published.

Though at this time having no money except what he earned himself, William had always had expectations of wealth to come from his father's estates in the East. He discovered however, that the land had been alienated, and so commenced proceedings against the East India Company. This action resulted in the Company's being instructed to pay him the sum of twenty thousand pounds in compensation. It was after he had received this money that he left the army and decided to travel.

In 1823 Light joined as a colonel in the Spanish "Constitutional Army." He was a number of adventurous young Englishmen who united themselves for the cause. But the army was defeated by French intervention in Spanish affairs under the aegis of the Holy Alliance. Light had been wounded in the thigh, and his friends were forced to leave him behind in Spain when they returned to England. He was stranded at Corunna without money, and apparently with no way of leaving the country. When he was finally well enough to travel, his dearest Guardian and friend, Mrs. Doughty, came to his aid and made arrangements for his repatriation.

Light was now in his thirty-eighth year. So far his life had been travelled and varied, for he was not the type who could stay in one place for long. Perhaps he had inherited his adventurous spirit from his father, or perhaps circumstances had made him a wanderer. His marriage on October 16th 1824, made little difference to his mode of life, except that he now had a companion for his travels. The bride was Mary Bennet, daughter of the Duke of Richmond.

Light had become a member of the Royal Yacht Club, and with his wife set out for a cruise in the Mediterranean. During the next ten years they travelled extensively in southern Europe, Turkey and Egypt. They had sufficient money for their needs, their own yacht, and could go wherever they liked and whenever they liked.

In 1828 a volume entitled "Views of Pompeii," after Light's sketches, was published in England. A few years later in 1834 something happened to spoil this prolonged honeymoon, or perhaps it was that such a life is bound to pall eventually, Light, his wife and their three children, two boys and a girl, returned to England and agreed to separate.

Having settled his family satisfactorily, Light left England once more as commander of the paddle steamer Nile, bound for Egypt. It was in this country that he first met Captain John Hindmarsh, who was destined to be closely associated with him in later years.

The fabulous Mehemet Ali chartered the Nile and commissioned Hindmarsh as its captain. Light was second in command, and during the few months the two men spent together they learnt both to know and admire one another. In February of 1835 Hindmarsh resigned and Light took his place as captain of the ship only to resign himself some nine months later.

In England at this time the arrangements were being made for the foundation of the colony of South Australia along the lines of plans drawn up by Edward Gibbon Wakefield. One of the most important matters to be considered was the appointment of a

governor, as in the early days of settlement so much would depend on the ability and personality of the chosen man. The position was offered to Sir Charles Napier, but while declining it himself, he wrote to the Colonial Secretary in these words " I advise you to try and get Colonel Light appointed governor. "

By the time Napier's recommendation reached the authorities, however, the appointment was already made. The man selected was Captain John Hindmarsh.

It was decided in the circumstances to offer Light a responsible position in the new colony, and with the strong support of Hindmarsh he was asked if he would accompany the first settlers as Surveyor-General. On him would rest the important job of choosing the site for the capital, and surveying it and the surrounding districts. In the matter of the capital his choice would be final. The only instructions he received from the South Australian Company was that they did not desire the capital to be inland.

Light himself navigated the brig "Rapid "to Australia, and on August 21st 1836, landed on Kangaroo Island. The other three vessels, among which was that bearing Hindmarsh, had already arrived at the island at intervals over the previous three weeks, and work was ready to begin.

The Surveyor-General immediately set himself to perform the task for which he came to Australia. He decided almost at once that Kangaroo Island itself was not suitable as a site for the capital, and crossed to the mainland, to begin a systematic survey there. This marked the beginning of a period of trouble and unhappiness in Light's life, which was only to end after his death.

Hindmarsh wanted the capital to be near the mouth of the Murray or else at Port Lincoln on the other side of the Gulf. Jeffcott, favoured Encounter Bay where Victor Harbour now stands. Light, however, chose a site on the River Torrens, six miles inland from the sea, Hindmarsh tried to persuade him to change his mind and at least put the capital at what is now the Port Adelaide River, and where the port for the capital would have to be situated. But Light refused to be swayed from his choice, and he had the final word in the matter by the rights which had been vested in him. In deference to the Governor's wishes, he did, however, survey 200-300 acres of land at the port. Hindmarsh was essentially a seaman, and to him the need for the capital being on the coast was the all important concern, but Light realised the difficulty of obtaining fresh water should he agree to Port Adelaide for the capital. Posterity has shown how wise was his choice, but for him, at the time, it resulted only in bitterness, and the turning of friends into enemies.

Light worked hard, and within two month he had laid out 1042 acres of Adelaide, providing for wide streets and systematic planning for future growth. The city itself he designed as a square, with boundaries of a mile in length,

Even as late as December 18th 1837, Hindmarsh tried to have the site of Adelaide changed, after, a sealer, by the name of Walker, had reported to him that he had found a most suitable harbour near the mouth of the Murray which would make an ideal site for the capital, he wrote to Lord Glenelg, asking permission for the change to be made.

From the time he had arrived in South Australia, Light's health had been bad, and the worry to which he was now being subjected was taking its toll. Added to this he had not sufficient staff to enable him to carry out the country surveying which was necessary, so that the early settlers could take up their land. G.S. Kingston, who was later to become a knight, and who was then his second in command, was sent back to England to lay the position before the authorities to see what could be done to supply Light with more assistance.

In spite of all difficulties, Light had, however, surveyed 60,000 acres by the end of 1837, and 150,000 acres by May of the following year. Nevertheless, relations between him and the London Commissioners were strained.

In June of 1838, Kingston returned. Any extra assistance had been refused. The Commissioners stated that on consultation with their experts it was generally agreed that Light had more than sufficient staff for the work expected of him. His methods were generally condemned, and he was instructed to carry out a system of running surveys, of which he could not possibly approve. The general trend of the Commissioners' views is contained in the following extract from the Third Annual Report, 1838. "In our last report we stated that the surveys had not proceeded with celerity which we had a right to expect, but at the same time expressed a confident hope that the measures which we had adopted would secure a satisfactory progress in the future. This anticipation, we regret, has not been realized."

Colonel William Light immediately resigned his position of Surveyor-General, on June 22nd 1838, and Kingston was appointed in his place. This made Kingston unpopular, as most of Light's sympathisers felt that his trip to England had not been in his chief's interest, but to further his own. The majority of the other surveyors also resigned in protest, and the new Surveyor-General was left to manage, and to try to manage the carrying out of the Commission's demands with very little assistance.

Light himself became chief of a private company of surveyors under the name of Light, Finniss and Co., and although his health was steadily deteriorating, he managed to continue working for some months.

On October 12th 1838, Colonel Gawler arrived in the colony as governor, and it was suggested that a public address should be sent to the new governor, to ask that Light be reinstated as the Survey Department was now in a state of hopeless confusion. It was learnt, however, that such an action would be fruitless, as Gawler had expressed a determination not to consider Light's re-appointment.

Apart from his business interests, Light spent the time after his resignation in collecting and editing diaries, which he had kept of all his travels. It was slow work as his sickness prevented him from long periods of concentrated effort, His plan was first to publish a book about the early events of the colony, which would explain his choice of the site of Adelaide, and justify his actions as Surveyor-General.

He was also having a house built, as he had decided to spend the rest of his life in South Australia, it was to be called Theberton after the home of the Doughtys where he had spent so many happy years in his childhood. He felt the name was a fitting homage to the guardians who had cared for him so well.

Early in January of 1839, he set out for the Para River to conduct a survey for the South Australian Company. In spite of his indifferent health, he spent ten hours in the saddle during one day, he was driving his body too hard, and during the rest of the survey he collapsed on several occasions.

He returned to Adelaide on January 21st, glad to be home to rest, and happy in the knowledge that very shortly his new home at Theberton would be ready for occupation. The next day the house where he was living was burnt to the ground when a stray spark caught the thatched roof, and with it were burnt all his diaries, sketches and personal possessions. The shock to Light was considerable, and his already bad health was further impaired. But he had a faithful friend, a Maria Gandy, who nursed him devotedly and did all in her power to keep up his spirits. In fact he recovered sufficiently to attempt a journey in May, seeking the northerly route to the Murray River, for Light was a man who refused to allow himself to be beaten.

In spite of his losses in the fire, he continued with his book, filling in what he could from memory now he no longer had his diaries for reference. It appeared in June under the title of "Brief Journal of the Proceedings of William Light." A misspelling in the text has perpetuated the name "Thebarton" as that for the suburb in which he built his house, "Theberton".

From this time onward Light was a complete invalid; even he could not force his worn out body to further effort. Nursed untiringly by Maria Gandy he spent his last months in bed. Then in the early morning of October 6th 1839, in his fifty -first year, he slipped into unconsciousness not to awaken again.

Public buildings were closed for his funeral and the whole of Adelaide mourned. He was buried in the square which bears his name, and over the grave four years later,

AIR POWER, A BREAKTHROUGH

by Jeremy Lee

NEXT TO THE SEA, the force of the air can be explosive. Hurricanes and typhoons can wreak enormous damage. Winds have been known to travel up to 300 kilometres an hour, destroying everything in their path.

The wind has been harnessed for travel and for labour for thousands of years. Long before the time of Christ the Phoenicians and the Egyptians crossed oceans in sailing-boats. In Europe, windmills ground corn into flour for hundreds of years.

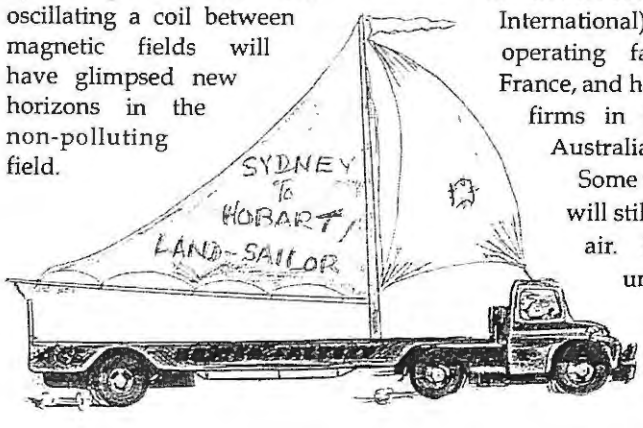
The windmill has played a large part in the development of rural Australia, drawing water from considerable depths to provide for livestock and remote homesteads.

Wind-farms generating electricity have also appeared, capable of powering towns and cities.

But now a new use for air has been developed, capable of taking the world's transport and industrial systems off expensive and polluting fossil fuels.

AIR-MOTORS

Air motors are not new. They have had various industrial uses for at least 100 years - pumping fresh air into deep mines, for example, and ocean exploration. Those who have seen the ingenious Linear Motor, powered by compressed air and oscillating a coil between magnetic fields will have glimpsed new horizons in the non-polluting field.



But land or ocean transport? Or even air? That's stretching imagination, surely?

Not according to M. Guy Negre, a French inventor, who is putting the finishing touches to a new form of transport operated entirely from compressed air. He has invented a highly efficient motor, capable of moving a vehicle at high speeds - 120 k.p.h.- a distance of between 200 and 300 kilometres. A refill of compressed air at service stations equipped for the purpose takes 3 to four minutes. Alternatively, by plugging the vehicle's built-in compressor into the power at home, a refill takes 3 to 4 hours; an overnight task which would have your car ready for an instant start in the morning.

MANY USES

Already four different vehicles are being developed, from a small lightweight city people-mover to a rugged commercial delivery unit. Bodywork will either be fibreglass or hemp fibre. The company building these vehicles is MTN (Moteur Developpment International) which already has operating factories in Spain and France, and has issued licences to other firms in 27 countries, including Australia.

Some will argue that fossil fuels will still be required to compress air. But this stationary task, under the system, will be ideally suited to both solar and wind energy - not to mention hydro power where it is available.

Could existing vehicles be adopted to use the new form of energy? Obviously, a new form of motor would be required - an air motor. So, too. would an air-compression cylinder. Some vehicles would obviously be more difficult than others.

When will the system be up and running? The first vehicles are expected on the roads by the end of 2004, with big-scale production developing throughout 2005.

With oil prices now approaching $US50 a barrel, and expected to go higher, the interest in any alternative is scheduled to grow dramatically.

For those interested in further details and specifications, go to:
http://www.theaircar.com

Continued from page 27

exposure that it was replaced in 1905 by a granite pillar.

Light's wife and three children survived him. They were still living in England, and the two boys were to become officers in the British Army. At the time of his death he was not in good financial circumstances, but he left all of the little he possessed to his faithful friend and nurse, Maria Gandy.

South Australia is filled with memories of Colonel William Light. In Victoria Square, the central square of the capital there is a statue of him, on Montifiore Hill overlooking the city, stands another Light memorial, in the Art Gallery a self-portrait in oils is hung, together with three of his water colours. A specially engraved cup was presented to the authorities in which an annual toast was to be drunk to his memory. All these keep the name of Light constantly before the city's inhabitants. But Light's best memorial is Adelaide itself, with its beautiful picturesque surroundings. It is an ever-growing memorial to his foresight and ability.

It remains one of the tragedies of Australian history, that this man, who did so much to give the new colony a good beginning, should himself have had the span of his life shortened by the very work which was to bring him praise.

Testing Australia's Constitution

Just how boring is it to have one of the world's oldest, most successful and democratic constitutional documents?

By Professor Greg Craven

THERE are many boring things in Australia. Our daytime television is boring. Our suburbs are boring. Our Prime Minister and Leader of the Opposition are both very, very boring.

Yet if people were asked to name the most boring thing in the whole country, there probably is only one reason why the Constitution would not top the poll. It is so boring, many people are not even aware of its existence.

Those who do know we have a Constitution compare it unfavourably with its American cousin. It has no ringing flourishes, no revolutionary overtones, not showy guarantees of rights. If there were an Olympic medal for dullness, it would win by streets.

There is only one problem with this popular dismissal of the Constitution. It is as wrong as it is possible to be without voting for Pauline Hanson.

The Constitution is fascinating precisely because it is so staidly civilized: because it is not a product of, nor has it presided over fire, pestilence and revolution.

The urbanity of our Constitution begins with its making. Within our standard international context – ourselves, the United States, the United Kingdom, Canada, New Zealand and South Africa – only one nation has a Constitution drafted by elected representatives and adopted democratically by its own people.

That country is Australia. For all its popular rhetoric, the American Constitution never trusted the people with its own adoption. Far too messy.

Again, only one member of this constitutional club has a Constitution that can be amended by its population, rather than its political elites. Once more, it is Australia – with its daggy referendum process – that is the democratic standout.

What this means is that our Constitution, for all its indifferent reputation, is a document of genuine authority. Alone of comparable documents it genuinely is a constitution by the people, of the people, for the people.

The style and drafting of the Constitution also are unfairly caricatured. We seem to believe it runs to hundreds of pages, is full of 'heretofores' and 'wherehasbeens', and has provisions as uplifting as acne advertisements.

It is true the Constitution contains no revolutionary calls to arms. It hardly could, as our evolution from a British colony was entirely peaceful. Mel Gibson will never star in a bloody colonial epic named Barton for the simple reason that not a drop of blood was spilt for Federation.

But the Constitution is not the legal equivalent of a bad translation of Proust. For a start, it is astonishingly short: you can read it in less than half an hour. Even more amazingly, it is remarkably well-written. Any comparison of the Constitution with a major modern law – the dreaded Income Tax Assessment Act, for example – quickly reveals the Constitution is by far the more readable document.

Nor is euphonic language the ultimate criterion for a Constitution. Stalin's Russia, after all, had easily the prettiest constitution in world history, with improbable human rights standing coyly in every corner.

The real test of a constitution is much blunter. Does it provide for democratic, stable government, and for how long has it done so? The Australian Constitution has met this modest test for one hundred and four years, although it might be objected this is setting the bar ridiculously low.

Yet the slightest reflection suggests otherwise. Glancing around, how many other constitutional orders can claim likewise? The list is tragically thin: the United States (ignoring the million deaths of the Civil War); the United Kingdom (making due allowances for the brutalities of empire); Canada; New Zealand; Switzerland and Sweden.

Australia's despised Constitution at last gets us onto a select list that does not consist of cricketers and the aquatically distinguished.

Sceptics will object that we are too kind to Australia's Founding Fathers. They will argue that women did not vote on their Constitution, that they were cheerful racists, and had no interest in the rights of indigenous people.

All true, but utterly irrelevant. The test of a Constitution is not whether it originally reflected the values of its times – inevitably, it will – but whether it proves able to promote the values of later times.

This the Australian Constitution has done. For all the limitations of its genesis, it has presided over votes for women, the advent of multiculturalism, and reconciliation.

The next time we think about our boring Constitution we should ask ourselves a hard question. Just how boring is it to have one of the world's oldest, most successful and democratic constitutional documents? With Constitutions, boring is good.

Professor Craven is a constitutional lawyer and historian, and has published widely in these fields. Professor Greg Craven is Provost, and Foundation Dean of Law at the University of Notre Dame Australia in Fremantle.

The subcommittee responsible for redrafting the Constitution Bill during the second Federal Convention of 1897. (L-R John Downer, Edmund Barton and Alfred Deakin)

Pioneer Grass Growers

The story of "Gayndah Buffel Grass"

Unpredictable weather conditions are no new phenoma in Australia. Early sheep and cattlemen such as the Duracks and Costellos had to contend with catastrophic climatic events of one sort or another at the same time as learning about the performance and requirements of local vegetation.

They managed to survive and eventually to thrive, and a breed of resilient, self-reliant and observant farmers and graziers has developed from that harsh beginning.

Broadacre irrigation was unknown at the beginning of last century, and while many promising dryland crops of corn, grain and even cotton were grown in good years, primary producers relied in the main on beef and mutton for a living. Reliable, nutritious pasture grasses were crucial, and agricultural research was directed to improving this.

Afghan Camel Harness

Back in the 1870s Cenchrus ciliaris, better known as Buffel grass, was accidentally introduced into Australia in Afghan camel harness. It occurs naturally in Africa and southern Asia. First observed in north western Australia, from about 1910 onwards this original introduction was deliberately encouraged to spread.

Reaching an average height of 0.4m, and tending to dry off quicker and recover more slowly than other varieties of the species, a short cultivar, 'West Australian', was developed from this original material.

Enterprising Schoolteacher

In 1934 a fine-leafed species of buffelgrass was introduced to Australia from Kenya by the CSIRO, and an enterprising school teacher from Gayndah brought several varieties of the grass back from a visit to Gatton, planting them in hobby plots at the school.

From this first experiment, 'Gayndah Buffel' now covers many thousands of hectares of central and western Queensland.

Mr. Rasmussen was the Gayndah schoolteacher who brought the seed back for his school pupils in Gayndah. The medium-height species showed a remarkable facility for growth in the local conditions, so Mr. Rasmussen and his pupils harvested the seed, and gave a quantity to a dairy farmer in the district, whose planting also proved highly successful. The grass developed a local reputation for its ability to survive when other grasses died out during drought.

Grazier's wife

Mrs. Joe Samford planted Gayndah buffel seed in a small stock pen during the same era. It thrived, and was hand-harvested. The Samfords, who found Rhodes grass (Chloris gayana, another introduction from Africa) planted on their property died in drought conditions, decided to plant their home-grown buffel seed in their recently cleared scrub country.

In course of time the Samford property was sold, changing hands over the years, and eventually purchased by Mr. Charlie Pinwill in 1952, by which time the buffel grass was well established over the property, as it was on that of his brother Alf, and other Woodmillar scrub properties.

Seed Companies' interest

Commercial seed producers were beginning to show an interest in the grass, and Anderson Seeds offered to buy all the seed Charlie Pinwill could produce at ten shillings ($1) a pound (450g). The price was sufficiently attractive to convince Pinwill to rearrange his grazing practice to allow the grass time to head and produce seed.

Because the seed ripens and must be picked as quickly as possible, Charlie Pinwill called on all the locals he could muster, offering wages of eight shillings (80¢) a pound. Pickers of all sorts, shapes, ages and sexes flocked to his farm to spend week ends laboriously gathering the seed by hand. This was done by stripping, preferably two-handed, either into an open sack fixed round the waist, or into a metal tub that was progressively moved around the field. On average one person could harvest 15-20 kg. a day, although the gun picker on Pinwill's property, a local lad by the name of Alan Aikenhead, harvested 38 kg. (84 lb) in one day.

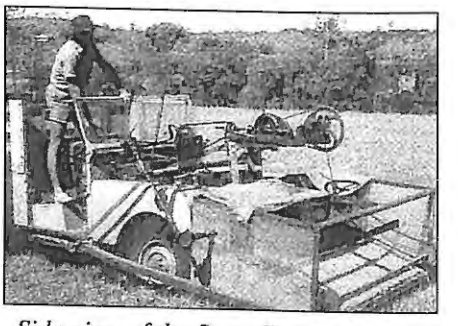
Hand-held Comb

The increasing demand for seed, and the high harvesting costs,

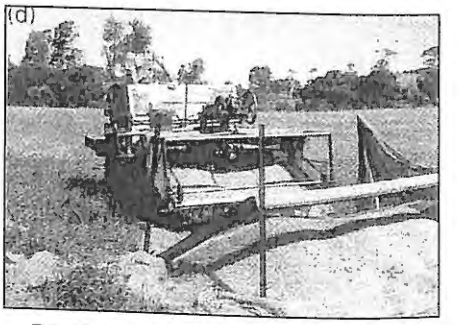
Early harvesting of buffelgrass seed during the 1950s and early 1960s in

A group of 'tub pickers' working across a paddock

Seed being rubbed into a tub



Side-view of the first efficient custom-built harvester



Discharging seed on to a screen for cleaning

First commercially built beater harvester

Photos: the Pinwill family collection

provided a substantial incentive to develop cheaper methods of harvesting. The Pinwills developed a simple hand-held comb, consisting of a metal bar with a series of 8 cm. metal nails welded along it at right angles, a handle at one end, an arc frame over the top and appropriate hooks to hold a bag in place. Sometimes a sash over the shoulder helped to support the comb and attached bag. When the comb was swept through the crop, ripe buffelgrass seed was stripped off the heads as they passed through the narrow spacing between the nails. This enabled up to 100 kg. a day to be harvested from a good crop, and payments could be reduced. Mostly, these combs were designed for a single operator, although two-person versions were also built.

Home-made Harvester

Later, with the help of his sons, Chas and Don, and a Mr. Don Kenny, Charlie Pinwill developed a mechanical harvester for the job. A scoop fitted with stripper fingers was fitted on the front of a truck, which was driven through the seed crop at about 15 kph. Various methods already investigated suggested a trough and screen attached to the front of the vehicle, through to old-fashioned wheat strippers. However, the innovative farmers provided the breakthrough by fitting beaters to a tray and gauze box on the front of the vehicle. This system appeared almost simultaneously in a number of areas about 1956/57 and the original inventor is unknown.

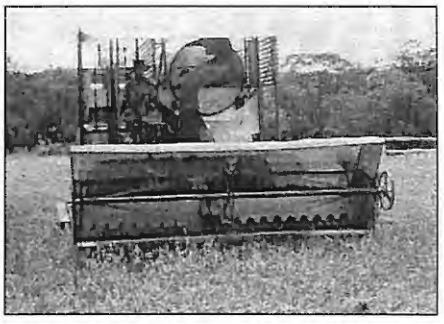
The Pinwill model enabled a single person to harvest 200-300 kg. a day from an average crop. Within a few years commercially built beater harvesters were being sold, with additional refinements such as augers to transfer seed from the front to the back of a tractor to a wool pack mounted at the rear.

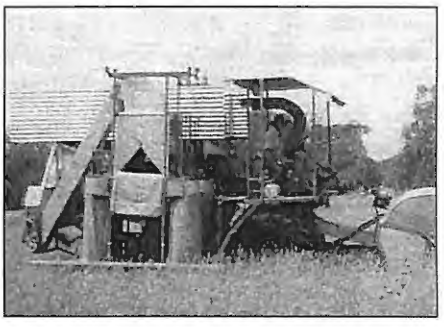
Overseas markets

Anderson Seeds continued to buy the entire Pinwill crop, albeit for a reduced price of 80¢ a pound, until a phenomenal 8.5 tonne harvest one year. This was more than the company could handle, but other seed companies were quick to take up the excess, some seed even being exported to the United States and Brazil.

By the end of the 1970s much of the virgin brigalow and gidgee scrub in Queensland had been cleared and planted to buffelgrass-based pastures. With the scaling back of the rate of pasture development in suitable areas, the demand for the seed declined drastically and is now maybe bout 25% of what it was in its heyday during the 1960s and early 1970s, when perhaps 1000t or more of seed was produced and sown each year.

Reference:
Cenchrus ciliaris in Australia, QDPI Gympie.
Central & North Burnett Times Feb.23, 1989





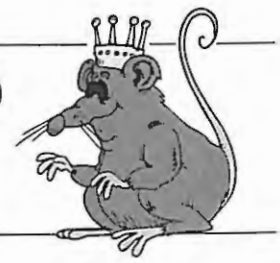
(above) front, and (below) side views of an all-in-one buffelgrass harvester

Bags of seed loaded and ready for transport

Photos: Pinwill family collection

Under Which King?

By C.H. Douglas



THERE is no single aspect of political economy which deserves more attention, and receives less, than the nature of an order. Like so many other matters of importance and subtlety, most people understand so little of the subject that they are practically unaware that it presents any problem, still less a problem on which the whole structure of society depends.

The immense success of mediaeval civilization (and its ultimate failure) can be seen to be linked with one conception of an order and the sanctions which sustained it; the different, but notable achievements of the nineteenth century, and the chaos which has succeeded that short-lived adventure, are plainly the outcome of another. The problem is often stated by the use of the word "sovereignty", and we have an indication of that identity in the title of the gold coin which ruled the nineteenth century, the English sovereign, as well as in the declared intention to remove national sovereignty to an international centre.

Superior Law

The essence of medievalism (often, it may be noted, referred to as the Mediaval Order) was the existence of the Church as a sanction, as an organization for making effective certain checks and balances upon the use of physical force to carry an order from its utterance to its execution. The Church claimed to be, and was to quite a considerable extent, a living body of Superior Law, not different in intention, but far higher in conception than the Constitution of the United States and it is important to notice that the breakdown of nineteenth century English prosperity can be seen in retrospect to be contemporaneous with the decadence in social prestige of the village parson.

Now the nature of the problem presented to political economy, as distinct from ideology, by an order, is simply this. Either Brown gives orders on his own behalf, or Mr. Pink-Geranium gives them for him. That someone has to give orders on Brown's behalf is not in dispute. And the decision between these two courses is ultimately dependent on which source of authority succeeds in making results most accurately and rapidly eventuate from orders, in reasonable identity between specification and product.

The problem is complicated for Mr. Pink-Geranium by the fact that he has no one but Mr. Brown to whom to give orders, and Mr. Brown is convinced that it is more blessed to give than to receive.

There was a period, say between 1850 and 1914, in which the economic aspect of this problem was in a fair way to solution. The gold sovereign was a complete order system. Mr. Brown had only to tender his yellow warrant of sovereignty and he got what he wanted. He set in motion the most marvelous train of self-acting psychological sanctions. Factories sprang to life, trains ran, and ships sailed, all concerned not merely to do his will, but to do it better than anyone else. It is quite irrelevant to this particular argument that a large and increasing number of Mr. Browns had no sovereigns; it is a fact of history that the man who had one always wanted two, and in consequence, if every Mr. Brown had possessed a sovereign it would still have been effective. It is perhaps unnecessary to observe that the virtue of the gold sovereign lay not in its material but in its sanctions.

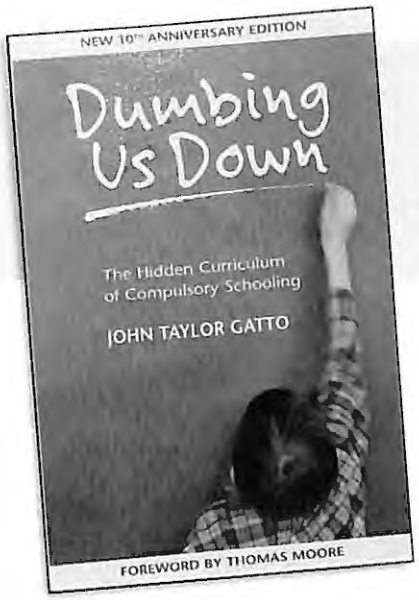
Political Sanction

Now the political equivalent of the gold sovereign is the vote, and the merest glance at our life and times is sufficient to establish the conclusion that it fails to work. There is nothing in the possession of a vote which remotely approximates to the power of choice and the certainty of delivery enjoyed by Mr. Brown with his golden sovereign in the latter days of the nineteenth century. No one outside the walls of a mental hospital would contend that the individual voter gets what he votes for, or voted for what he is getting. So obvious is this that the greatest difficulty is experienced in getting people to vote at all. The vote costs nothing: and it is worth precisely what it costs. If it cost ten shillings to vote, now many voters would be registered?

But the matter does not end there. While the political vote is valueless to the individual, it enables the Satanic Powers to claim a mandate which it fact does not confer, and which it is powerless to enforce. This situation is so satisfactory that the ballot-box is a cardinal provision of the World State, and it is clear for any ordinary intelligent person to see that it is the intention – and in "Britain the rapidly developing fact – that the economic vote will be destroyed in its nineteenth century effectiveness, and substituted by the political vote as excised in Russia.

Fraud and Usurpation

It is urgently necessary to realize these matters because they dominate our future. British Governments now hold office by a trick; no British Government has any genuine mandate. Our whole political system is not merely irrational, if is a fraud and a usurpation. We have allowed the vicious nonsense which derided the values established by a thousand years of unique political experience to destroy in our name every safeguard against tyranny provided by historic continuity in the Three Estates, and we welcome the people who spawn this nonsense when they desert the Europe they have wrecked. Nothing can save us but a drastic de-hypnotisation. It is coming, but it may kill us.



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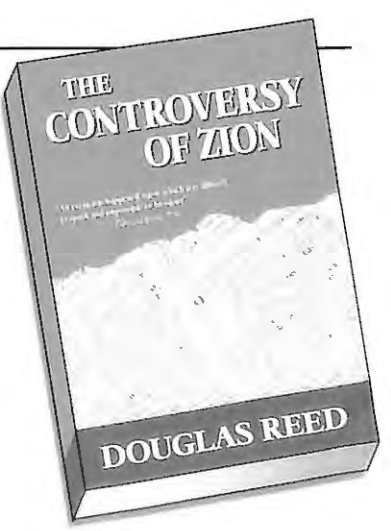

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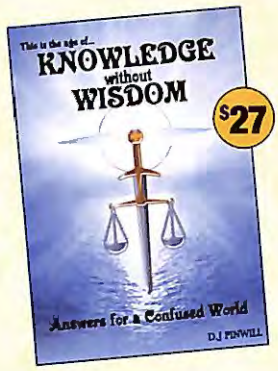

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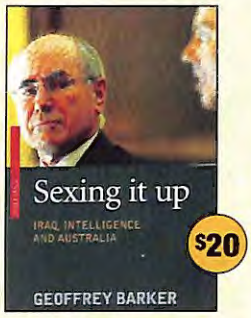
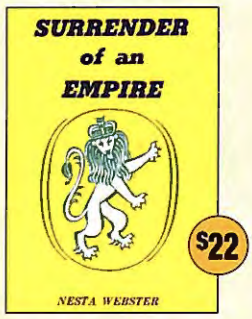


SEXING it up - IRAQ, INTELLIGENCE & AUSTRALIA

By Geoffrey Barker

On 18 March 2003 John Howard announced that Australia would join the US and Britain in a pre-emptive war in Iraq.
In this book senior journalist Geoffrey Barker takes us step by step through the maze of claims and counter-claims about what US, British and Australian intelligence agencies were telling their governments, and what those governments were telling the media.



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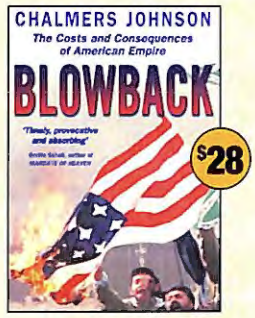
This is an extremely important book. Monbiot offers a searchingly rigorous analysis of the sources of US power and presents a package of proposals that would radically redraw the present world order. It is breathtaking in its radicalism, but for anyone who is serious about tackling the current US hegemony, it is difficult to fault the logic.



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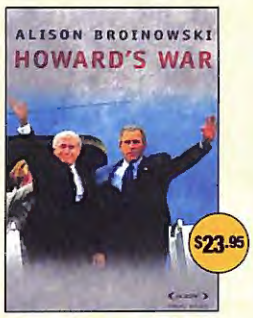

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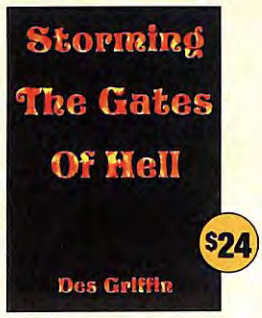
A Must Read for all concerned Australians



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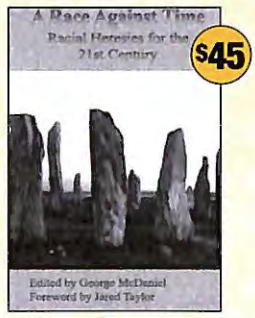

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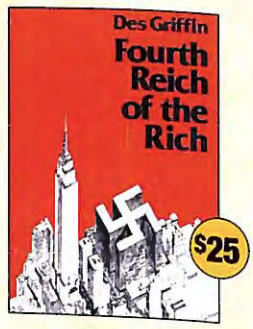

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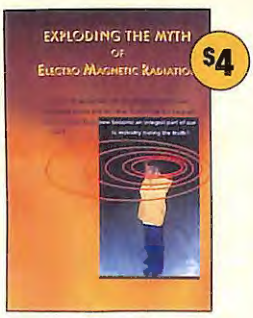

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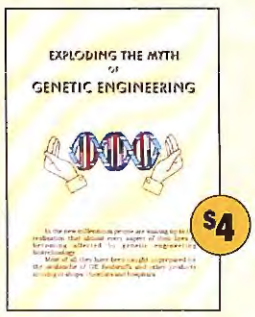

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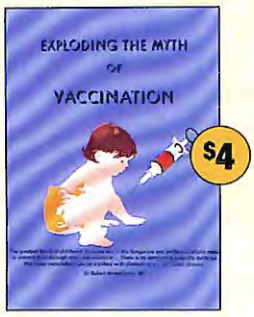

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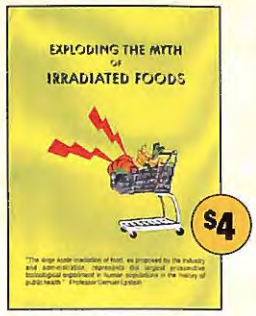

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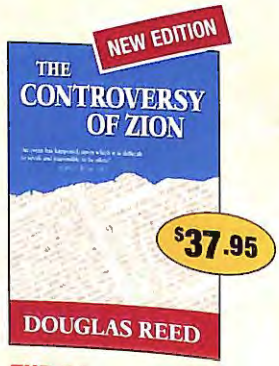
Robert Anderson PhD.

"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.



THE CONTROVERSY OF ZION

by Douglas Reed

This book explores in depth (drawing much of his material from authoritative Jewish sources) central moral issues over which the Jews themselves have frequently been divided, and which have always involved the possibility of dangerous alienation from the mainstream of mankind.