

## Opinion

## The Morning Bulletin

## EDITORIAL

Bryce Johns

Editorial director  
Australian Regional Media

## The Bulletin will live on despite death rumours

"REPORTS of my death have been greatly exaggerated."

The Morning Bulletin's readers might not know that one of the great quotes attributed to legendary American writer Mark Twain is not quite accurate.

He said something similar, back in 1897, but it has been amended over time.

Why is the quote, and the inaccuracy, worth pointing out today?

Because rumours of the death of this newspaper are also greatly exaggerated.

And because communities continue to need what we do; seek the truth about the stories that happen where we live.

The owner of this paper, APN, announced this week that it wants to sell its regional publishing arm, Australian Regional Media. We are part of that chain.

It is likely to happen because the millions of readers we collectively attract through print and online, and the tens of millions of dollars which goes with it, will be irresistible to someone.

And why would anyone buy that rich resource to close it, as some of our mischievous rivals have suggested?

The Morning Bulletin has served this region for 154 years.

Yes things change.

More people now read us on mobile phones and computers than in print.

But that means we have more readers than ever.

They read because we are the best way to find out about what happens in this community.

And because we care.

Whether APN or someone else owns us, we are NOT closing and your printed paper will still be around for a long time to come.

## CONTACT US

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## Letters



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## LETTERS TO THE EDITOR



**POPULAR MONARCH:** Britain's Queen Elizabeth II talks to Crossrail workers. Letter writer Geoff Crighton says ditching the monarchy is a bad idea.

PHOTO: RICHARD POHLE

## Republican movement insincere

THE republican movement argues we need an Australian-born head of state. Those who support mass immigration, multiculturalism, foreign investment along with Asian capitalist supremacy make the same argument.

They are doing their best to make Australia global – the opposite of independent. The movement appears insincere from the ground up. Is it really about destroying traditions and replacing them with a tyranny by removing freedoms we still have?

**Geoff Crighton**  
Rockhampton

## Sydney's public transport nightmare

FOR those who have already been informed that Queensland seniors' and pensioners' concession cards will be acceptable nationwide on public transport interstate, it is not as easy as it seems.

NSW has changed the rules.

Travel on NSW public transport in the Sydney region, used to be a simple \$2.50 daily card, which could transfer travellers from bus to train and ferry, with no additional cost, for up to 24 hours.

The new system, much more involved, requires interstate visitors apply personally in writing, on the transport department website, for an "Opal Card", which must be registered at the NSW Transport Department, has a lifespan of two

“Hardly visitor-friendly! This is the new NSW system for tourists

months, with money added initially before valid usage and no alternatives. There is a two-week wait in receiving this card by mail, delays which could hamper one's travel plans through Sydney.

Once registered and used, the card has a shelf-life of two months. For any further need for travel concession, one must re-apply for a new card: complicated.

Life shouldn't be that hard.

Hardly visitor-friendly! This is the new NSW system for tourists. So from the simplified system of a ticket at \$2.50, which allowed all day travelling on every mode of transport, all over the Sydney, Wollongong, Blue Mountain and Newcastle lines, with no pre-trip dramas, now to new rules for locals, interstate and international visitors. An additional cost of \$12 in and out of Sydney Airport, previously attained via the public transport buses at \$2.50 for concession card holders, now, as in Qld, is privatised and netting \$12 each way, in and out of the Airport.

There is no explanation as to how and to who this \$12 is paid on public transport.

No wonder only 10% of Sydney commuters use public transport. It is a statistic and scenario repeated

in all major capital cities, with road networks under unrealistic pressure and high risk. If public transport rises continue to make travel more expensive, just to re-coup losses, travellers will persist in using alternatives.

No-one wins. Any wonder public transport is poorly patronised and running at a loss! What are they thinking?

**Eloise Rowe**  
Tannum Sands

## This is not democracy, it's lunacy

I HAVE been amused to see the outrage from some of the independent and minor party politicians over the proposed change to senate voting. There have been indignant

## If you offer a free ride you

## The French Lesson

with  
**David French**



I DIDN'T know my father-in-law well.

His legs amputated as a result of arterial disease, he now had cancer.

Standing in the hallway one morning after a deep chat, out of the blue he presented me with a shirt saying "would you like to have this?"

Not willing to absorb the meaning of this gesture I said "I'm sure you'll need it".

He insisted and I took it. Len died soon after and never made our wedding. I am deeply disappointed in my inability to grasp his point, which in a male way was so honest and touching - "I like you, you probably won't see me again, look after my daughter". Another more



## Visitors enjoying the sights and sounds of Great Keppel.

amusing insight Len shared with me was when he told me "Faith can move mountains - but you better take your spade".

Len's short contribution to my life was never more pertinent than in assessing the farce that is the redevelopment of the resort on Great Keppel.

Let me share with you some irrefutable facts.

First, within approximately 18 months the developer has to come up with \$80 million in clear

funds with which the redevelopment can be started. Second, within that time substantial progress has to be undertaken on the development of a marina, ferry and barge terminal and a range of other measures key to the resort. If these conditions are not met the lease can be rescinded through the land courts.

You'd have thought that a well-heeled developer with a passion would have dug deep to get this project on the rails. After all, it's been touted as a lay down misere, financially speaking, and what benefit is there in getting the community off-side by repeated delays. Funny then that it seems no detailed design has even been commenced.

As a matter of fact, the lessee is paying \$100 per month for the lease - an amount that even a Centrelink recipient could afford. What if I told you that some influential proponents within OKOF seem driven by political

rather than community minded motives?

What if I said that the reference to "possible casino opportunity" was very likely unfounded and misleading?

If you listened, then you might think that we are in a situation where the developer has nothing to lose by stringing the community along. After all, if you offer someone a free ride, you can't expect them to pay for petrol. You might also conclude that politics is driving the agenda, and that an extension to the developers' timelines might align dates with a state election. Saying 1500 hundred jobs were in the offering would become a powerful political tool, without any obligation to actually grant a licence (no government would be able to do without that).

This might explain the apparently misplaced aggression displayed against the State Member for Keppel, who has been a keen supporter of the