

TRAVEL ROUTES, FOREST TOWNS AND SETTLEMENTS

JUDITH POWELL



**QUEENSLAND CRA/RFA STEERING
COMMITTEE**

TRAVEL ROUTES, FOREST TOWNS AND SETTLEMENTS

JUDITH POWELL

QUEENSLAND CRA/RFA STEERING COMMITTEE

For more information contact:**Regional Forest Assessments, Department of Natural Resources**

Block C, 80 Meiers Road
INDOOROOPIILLY QLD 4068

phone: 07 3896 9836

fax: 07 3896 9858

Forests Taskforce, Department of Prime Minister and Cabinet

3-5 National Circuit
BARTON ACT 2600

phone: 02 6271 5181

fax: 02 6271 5511

© Queensland Government 1998© Commonwealth of Australia 1998

Forests Taskforce Department of Prime Minister and Cabinet

This work is copyright. Apart from fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act 1968, no part of this document may be reproduced by any means without the joint permission from the Joint Commonwealth and Queensland RFA Steering Committee.

This project has been jointly funded by the Queensland and Commonwealth Governments. The work undertaken within this project has been managed by the joint Queensland / Commonwealth CRA RFA Steering Committee and overseen by the Environment and Heritage Technical Committee.

Optional further details about contributors and credits goes here.

ISBN xxxxx]

Cover photo/s: Ross & Co Sawmills (DPI Forestry Library)

Disclaimer

The views and opinions expressed in this report are those of the author and do not necessarily reflect the views of the Queensland and Commonwealth governments. The Queensland and Commonwealth governments do not accept responsibility for any advice or information in relation to this material.

ACKNOWLEDGEMENTS

I would like to thank the members of the Department of Environment's Forest Assessment Unit (Cultural Heritage), Dr Margaret Kowald, Annabelle Stewart-Zerba, Fiona Botham, Cheryl Woodman, John Schiavo and Sarah Lewis, for their discussions, suggestions and encouragement during the course of this work.

The Forest Assessment Unit would also like to acknowledge the support provided by the Commonwealth through the Forests Taskforce, Environment Australia. In particular, the team thanks Sandy Blair and Marilyn Truscott for their guidance during this project.

An important feature of the cultural heritage work of the Forest Assessment Unit has been the peer-review process offered by the Cultural Heritage Focus group. I would like to thank all members of this group, as listed below.

Jackie Bettington (Consultant)

Dr Thom Blake (Historian)

Eric Glassop (Department of Natural Resources)

Neil Gourley (Department of Primary Industries - Forestry)

Ross Hamwood (Department of Primary Industries - Forestry)

Associate Professor Ross Johnston (Department of History, The University of Queensland)

John Kerr (Consultant)

Jane Lennon (Consultant)

Howard Pearce (Department of Environment)

Margaret Pullar (Historian)

Other colleagues who have read this work and whose suggestions and comments I am grateful for include: John Huth (DPI Forestry) and Peter Holzworth (Forester and historian).

CONTENTS

ACKNOWLEDGEMENTS.....	v
CONTENTS.....	vii
SUMMARY	xv
1. INTRODUCTION AND METHODOLOGY	1
1.1 INTRODUCTION.....	1
1.2 METHODOLOGY.....	1
1.3 RELATED PROJECTS.....	2
2 TRAVEL AND TRANSPORTATION ROUTES IN SOUTH EAST QUEENSLAND	4
2.1 INTRODUCTION.....	4
2.2 MARITIME ROUTES (MAP 1)	5
2.3 OVERLAND EXPLORERS AND PASTORAL ROUTES (MAP 2).....	7
2.4 COACH ROUTES (MAP 3).....	10
2.4 RAILWAYS (MAP 4)	11
2.5 ROADS	14
2.6 FORESTRY ROADS.....	16
2.7 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	17
3. FOREST AND TIMBER TOWNS	19
3.1 CHARACTERISTICS OF FOREST AND TIMBER TOWNS	19
3.2 OTHER TYPES OF FOREST TOWNS	20
4 THE TOWNS OF THE SOUTH EAST QUEENSLAND BIOGEOGRAPHIC REGION	22
4.1 DEVELOPMENT OF DATABASE OF TOWNS - EXPLANATORY NOTES	22
4.2 DISCUSSION	23
5. PHASES IN FOREST USE AND TRANSPORTATION	29
5.1 IDENTIFICATION OF KEY PHASES	29

5.2 SELECTION OF CASE STUDIES	33
6. CASE STUDY NO 1 - NERANG - TRANSPORTATION OF TIMBER BY SEA	35
6.1 KEY POINTS	35
6.2 TRANSPORTATION OF TIMBER BY SEA - NERANG	35
Cedar cutters and convicts	36
Transportation	38
Increased settlement	38
The hinterland timber resources	40
6.3 CULTURAL HERITAGE IMPLICATIONS	40
6.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	40
6.5 SIMILAR SETTLEMENTS	40
6.6 BIBLIOGRAPHY - NERANG	43
7 CASE STUDY NO 2 - JIMNA - A SAWMILLING COMPANY TOWN	45
7.1 KEY POINTS	45
7.2 A SAWMILLING COMPANY TOWN - JIMNA	45
Early European history	45
Timber resources and sawmills	46
Forestry at Jimna	49
Town Life	50
Jimna in the 1990s	53
7.3 CULTURAL HERITAGE IMPLICATIONS	54
7.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	54
7.5 SIMILAR SAWMILLING TOWNSHIPS	55
7.6 BIBLIOGRAPHY - JIMNA	57
8 CASE STUDY 3- THE BUNYA MOUNTAINS	60
8.1 KEY POINTS	60
8.2 A STUDY OF EARLY CONSERVATION GROUPS - THE BUNYA MOUNTAINS	60
19th century visitors to, and advocates for, the Bunya Mountains	61
Ideas of 'conservation'	62
Gazettal history (1842-1908)	63
Changing attitudes towards conservation	64
Access to the mountains	65
New conservation issues	66
8.3 CULTURAL HERITAGE IMPLICATIONS	67

8.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	67
8.5 SIMILAR SETTLEMENTS.....	67
8.6 BIBLIOGRAPHY - THE BUNYA MOUNTAINS.....	70
9 CASE STUDY NO 4 - CROW'S NEST/PECHEY - TRAMWAYS	81
9.1 KEY POINTS	81
9.2 CROW'S NEST/PECHEY - TRAMWAYS.....	81
Early history	81
Timber milling and transportation	82
Munro's timber mill and tramway system	84
Crow's Nest.....	90
Forestry and National Parks	91
9.3 CULTURAL HERITAGE IMPLICATIONS	91
9.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE.....	91
9.5 SIMILAR SETTLEMENTS.....	91
9.6 BIBLIOGRAPHY - CROW'S NEST/PECHEY.....	94
10 CASE STUDY NO 5 - YARRAMAN - A RAILWAY AND COMPANY TOWN	97
10.1 KEY POINTS	97
10.2 YARRAMAN - A RAILWAY AND COMPANY TOWN	97
Early settlement - 19th century	97
Timber and reservations.....	98
Timber and the railway	100
Timber slump and marketing problems	103
State sawmilling (1926-1933) and Silviculture.....	103
10.3 CULTURAL HERITAGE IMPLICATIONS	105
10.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE.....	105
10.5 SIMILAR SETTLEMENTS.....	105
10.6 BIBLIOGRAPHY - YARRAMAN	107
11 CASE STUDY NO 6 - IMBIL - EARLY FORESTRY AND HOOP PINE PLANTATIONS	111
9.1 KEY POINTS	112
9.2 - EARLY FORESTRY AND HOOP PINE PLANTATIONS - IMBIL	112
Early European history.....	112
Imbil Township	112
Timber resources - Brooloo	113
Forestry at Imbil - experimental work and plantations	115

Sawmills.....	119
Town Life.....	120
Post-War Displaced Person's Camps	122
Imbil Today	122
11.3 CULTURAL HERITAGE IMPLICATIONS	123
11.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	124
11.5 SIMILAR SETTLEMENTS.....	124
11.6 BIBLIOGRAPHY - IMBIL.....	126
12 CASE STUDY NO 7 - BEERWAH/ BEERBURRUM - EARLY FORESTRY AND EXOTIC PINE PLANTATIONS	129
12.1 KEY POINTS	129
12.2 EARLY FORESTRY AND EXOTIC PINE PLANTIONS - BEERWAH/ BEERBURRUM.....	129
Early European history.....	130
Timber and Campbellville.....	130
Townships - Beerwah and Beerburrum.....	132
Forestry at Beerwah and Beerburrum	133
World War Two	135
Post-war Forestry	136
The 1950s - Ethiopian students	137
1960s-1990s	138
12.3 CULTURAL HERITAGE IMPLICATIONS	140
12.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	140
12.5 SIMILAR SETTLEMENTS.....	141
12.6 BIBLIOGRAPHY - BEERWAH/ BEERBURRUM.....	143
13 CASE STUDY NO 8- FRASER ISLAND - NATIVE HARDWOOD FORESTS	145
13.1 KEY POINTS	145
13.2 NATIVE HARDWOOD FORESTS - FRASER ISLAND	145
The 19th century	146
Early timber getters	147
Wilson Hart & Co and Hyne and Son	148
Early days of Forestry on Fraser Island	149
Native hardwood operations	151
Fire Management	152
Life at Central Station	153
Logging and hauling contractors.....	154
13.3 NOTABLE FRASER ISLAND PEOPLE	160
13.4 CULTURAL HERITAGE IMPLICATIONS	161

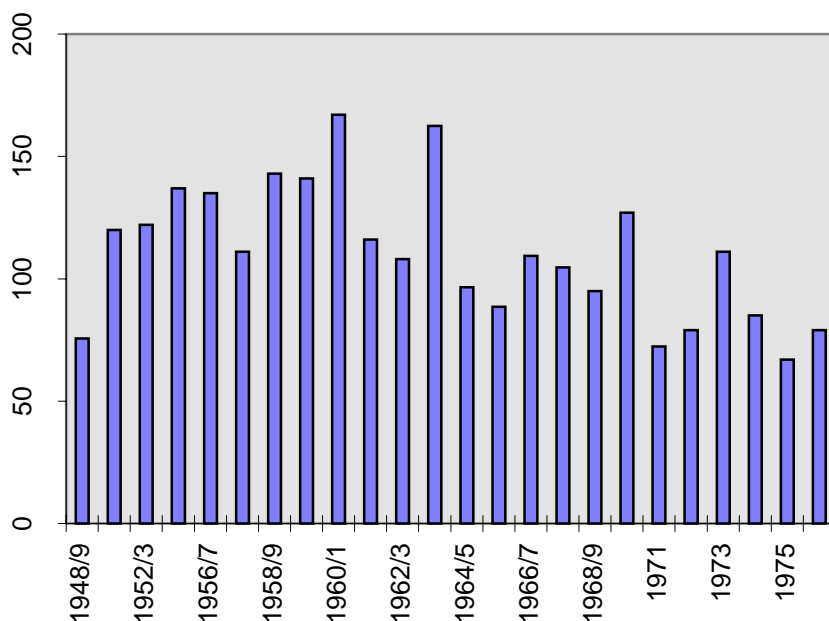
13.5 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE	161
13.6 SIMILAR SETTLEMENTS.....	162
13.7 BIBLIOGRAPHY - FRASER ISLAND	164
14 CASE STUDY NO 9 - LAND WARFARE CENTRE, CANUNGRA - THE MILITARY USE OF FORESTS.....	167
12.1 KEY POINTS	167
12.2 THE MILITARY USE OF FORESTS - L.W.C., CANUNGRA	167
Jungle Training Centre (JTC): 1942 - 1946	168
Jungle Training Centre (JTC): 1946-1962	170
Vietnam (1962-1972).....	172
Land Warfare Centre (LWC): 1975 - 1997	173
14.3 CULTURAL HERITAGE IMPLICATIONS	173
14.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFANCE	174
14.5 SIMILAR SETTLEMENTS.....	174
14.6 BIBLIOGRAPHY - LAND WARFARE CENTRE, CANUNGRA.....	176
RECOMMENDATIONS FOR FURTHER RESEARCH.....	177
CONCLUSION.....	179
APPENDIX 1 PROJECT BRIEF	181
APPENDIX 2 TRAVEL AND TRANSPORTATION NETWORKS IN SOUTH EAST QUEENSLAND 1823-1961	184
APPENDIX 3 COASTAL EXPLORATION IN SOUTH EAST QUEENSLAND	188
APPENDIX 4 ALPHABETICAL LISTING OF TOWNS AND SETTLEMENTS OF SOUTH EAST QUEENSLAND - DATABASE	192
APPENDIX 5: IMPORTANT HISTORIC TIMBER PROCESSING TOWNS.....	280
APPENDIX 6 CHRONOLOGICAL LIST OF SAWMILLING LICENCES BY AREA	282
APPENDIX 7 SHIRE STATISTICS FOR 1970S.....	289
BIBLIOGRAPHY	292
GLOSSARY.....	309
ABBREVIATIONS	313
CONVERSIONS	313

LIST OF TABLES

TABLE 1: SOME QUEENSLAND FOREST SERVICE PROJECTS, 1919-20.....	64
TABLE 2 AREAS PLANTED , BEERWAH/ BEERBURRUM (HECTARES) IN FIVE YEAR PERIODS.....	64
TABLE 3 EMPLOYMENT IN BEERBURRUM FORESTRY SUB-DISTRICT, 1989.....	64
TABLE 4 NOTABLE FRASER ISLAND PEOPLE	64

LIST OF FIGURES

FIGURE 1 FORESTRY ROAD CONSTRUCTION (1948-1976) IN KILOMETRES	17
---	----



.....	17
FIGURE 2: DECADES OF FOREST RELATED ACTIVITY (AFTER APPENDIX 4).....	25
FIGURE 3 JIMNA TOWNSHIP.....	50
FIGURE 4 ROUTES IN THE BUNYA MOUNTAINS (AFTER HUMPHRYS, 1992, p. 40).....	64

LIST OF MAPS

MAP 1: COASTAL EXPLORATION OF SEQ	9
MAP 2: EXPLORERS AND PASTORAL ROUTES IN SEQ	11
MAP 3: COBB AND CO COACH ROUTES IN SEQ	13
MAP 4: RAILWAY DEVELOPMENT IN SEQ	15
MAP5: CASE STUDY TOWNS OF SEQ	36
MAP 6: NERANG	38
MAP 7: SETTLEMENTS ASSOCIATED WITH MAJOR RIVER SYSTEMS AND WATERCOURSES OF SEQ	47
MAP 8: JIMNA.....	50
MAP 9: SETTLEMENTS BUILT AROUND SAWMILLS IN SEQ	63
MAP 10: THE BUNYA MOUNTAINS	66
MAP 11: SETTLEMENTS ASSOCIATED WITH EARLY CONSERVATION VALUES IN SEQ.....	77
MAP 12: CROW'S NEST/PECHEY	80

MAP 13: SETTLEMENTS ASSOCIATED WITH TRAMWAY SYSTEMS IN SEQ.....	93
MAP 14: YARRAMAN.....	96
MAP 15: TOWNS ASSOCIATED WITH IMPORTANT TIMBER COMPANIES IN SEQ.....	106
MAP 16: IMBIL.....	110
MAP 17: SETTLEMENTS ASSOCIATED WITH HOOP PINE PLANTATIONS IN SEQ.....	125
MAP 18: BEERWAH/BEERBURRUM.....	128
MAP 19: SETTLEMENTS ASSOCIATED WITH EXOTIC PINE PLANTATIONS IN SEQ.....	142
MAP 20: FRASER ISLAND.....	144
MAP 21: SETTLEMENTS ASSOCIATED WITH NATIVE HARDWOOD EXTRACTION IN SEQ.....	163
MAP 22: LAND WARFARE CENTRE, CANUNGRA.....	166
MAP 23: SETTLEMENTS ASSOCIATED WITH THE MILITARY IN SEQ.....	175

ILLUSTRATIONS

1. Rafting timber, Tweed River, no date.....	36
2. House site remains, Monsildale sawmill complex, 22 November 1995.....	47
3. Hancock and Gore power house, Jimna, 16 December 1952.....	47
4. Remains of power house, Jimna, September 1997.....	48
5. Store, post office and mill office (now a residence), Jimna, 29 November 1997.....	51
6. Mill workers barracks, Jimna, September 1997.....	51
7. Jimna Township - houses along the creek 1936.....	52
8. Jimna sawmill staff, no date.....	53
9. Dingo Parade, Jimna, September 1997.....	54
10. Early residence, Bunya Mountains, September 1997.....	62
11. Old National Park Office, formerly Mowbullian Provisional School, Bunya Mountains.....	64
12. A special day at Palm Tree.....	86
13. Remains of Shay Locomotives, Palm Tree, Ravensbourne.....	86
14. Remains of bridge on Munro's Tramway.....	87
15. Yarraman Sawmill, 1996.....	101
16. Yarraman tramway, 80 metres from Stables Camp.....	102
17. Tubing hoop pine seedlings, Imbil, 1939.....	115
18. Entrance to Imbil Forestry Office, 1920s.....	116
19. Driveway to Imbil Forestry Office, lined with hoop pines planted by Vice-Regal party, 1918.....	117
20. Lutton and Sons sawmill, Imbil, 1940.....	120
21. L to R: Hazel Taylor, Ted Quinlan, teacher at Imbil State School, hoop pine plantations in background, 1940.....	121
22. Imbil township from Imbil lookout, 1995.....	122
23. Imbil, 1997.....	123
24. Coochin Creek, site of Campbellville.....	131
25. Campbellville Cemetery, October 1997.....	131
26. Site of old Beerburum Nursery, now a quarry, October 1997.....	134
27. Remains of arboretum, Beerwah Forest Station, October 1997.....	134
28. Bunya Pines, arboretum, Beerwah Forest Station, October 1997.....	135
29. Main entrance to Beerwah Forest Station, November 1956.....	139
30. Beerburum Fire Tower, October 1997.....	140
31. Petrie's Camp, Fraser Island.....	150
32. Carting turpentine logs, Fraser Island.....	154
33. Poyungan Log Dump, Fraser Island, August 1997.....	155
34. Loading logs onto barge, Poyungan Creek, 1956.....	156
35. Frank Hall and Jim Campbell building Bogimbah log dump, Fraser Island, 1960s.....	156
36. Bogimbah Log Dump, Fraser Island, August 1997.....	157
37. Bogimbah camp, early model Land Cruiser.....	159
38. Postan's Logging Camp, Fraser Island.....	159
39. World War II creek crossing to the right of modern bridge, L.WC, Canungra 1997.....	168
40. View of land owned by Australian Defence Force, Canungra, 1997.....	171
41. Opening of Kevin Wheatley VC Club by General Hassett, 1969.....	173

SUMMARY

This report has been prepared for the joint Commonwealth/State Steering Committee which oversees the Comprehensive Regional Assessment (CRA) of forests in the South East Queensland CRA region.

The Comprehensive Regional Assessment provides the scientific basis on which the State and Commonwealth governments will sign a Regional Forest Agreement (RFA) for the forests of the South East Queensland CRA region. This agreement will determine the future of the region's forests and will define those areas needed to form a comprehensive, adequate and representative (CAR) reserve system and those available for ecologically sustainable commercial use.

The South East Queensland biogeographic region covers approximately 6.2 million hectares and includes a current population of approximately 2,450,000.¹ The area is large and diverse and includes the capital city, Brisbane, the population growth areas of the Gold and Sunshine Coasts and important regional cities such as Gympie, Maryborough and Bundaberg. Any attempt to sketch the history of the whole region must employ, of necessity, a broad brush.

Australia was a well-travelled continent when European settlers arrived but no attempt is made to trace indigenous travel routes as this is beyond the scope of the project brief and would constitute a complete study in itself. Historic travel routes provide a background for the study of the expansion of settlement throughout the region; in particular, changes in transportation affected the use of forests and the exploitation of timber resources. Maritime transport was the earliest efficient way of moving people and goods in the colony and logs and timber were no exception. Rivers and coastal settlements were the earliest timber towns in South East Queensland. Explorers and pastoralists opened up areas of land inland and agriculturalists who followed cleared the land of timber in order to establish a range of primary industries. Much timber was simply destroyed in this process, for want of easy transportation of the timber to markets. While coach transport improved the movement of people, it was railway expansion in the early part of the twentieth century that altered not only settlement patterns but more particularly the movement of goods. Towns along railway lines were now able to exploit timber resources and send logs and sawn timber to markets. Roads and road transport opened access to more country and from the 1940s, Forestry roads were created to improve maintenance and access to State Forests and in particular to plantations established in State Forests.

A database of eighty-eight towns within the study area has been developed, providing historical information on each town and in particular on the period when timber or forest associations was strongest. Throughout the study area it is clear that the period from the 1920s until the 1950s was when most towns or settlements in the area were involved with timber whether as the principal or secondary activity. Changes in sawmill licencing regulations in 1936 meant that more sawmills were registered and appear in the historical record. Improved transportation, in particular rail transport, and the post-war building boom all contribute to this picture of widespread timber involvement by the towns and settlements of South East Queensland. From the 1950s onwards, those towns that retain strong timber or forest connections tend to be large regional centres, towns associated with government Forestry activity, towns reliant on plantation timbers, or towns and settlements associated with National Parks.

Information from the database, from another RFA report *People and Trees* (Powell, 1998), and from John Kerr's *Forestry industry heritage places study: sawmills and tramways, South East Queensland* (1998) provided a framework for identifying towns according to the type of forest or timber use. Categories include towns associated with particular forms of timber transport (waterways, tramways, railways, timber chutes, roads), towns associated with clearing for agriculture, settlements associated with sawmills, towns and settlements with a close association to a timber firm, settlements associated with conservation and National Parks, with aspects of government Forestry, and with specialised uses of forests such as military or educational use.

Most towns and settlements in the study area have at one time or another had one or more of these types of associations with the forests, and these different associations are analysed and described using case studies. Nine case studies identify key

¹ South East Queensland Regional Forest Agreement Information Kit, 1998, Fact Sheet Two.

cultural heritage features associated with particular types of forest use and list similar towns and settlements in the same category. Each case study is accompanied by a list of the places of potential National Estate value identified in association with the town or settlement. The case studies will provide the basis for future research and analysis.

1. INTRODUCTION AND METHODOLOGY

1.1 INTRODUCTION

Forest and timber towns and settlements of South East Queensland, and the travel networks that linked them, are the subject of this report (see Appendix 1 for project brief). This is a complex undertaking. The South East Queensland biogeographic region (see map) includes hundreds of cities, towns and settlements. Many more once existed and have now disappeared. Almost all the towns and settlements have changed both in their physical structure and in their social and economic orientation. Industries have come and gone, and many settlements today show little material evidence of their past concerns.

The first concern of non-Indigenous settlers throughout the region was to feed and house themselves and their families. This meant cutting down trees - whether for building or for clearing for agriculture. Housing in South East Queensland has been predominantly timber housing and only important civic or business structures were built in stone. So timber was felled and milled. Transporting sawn timber was less costly than transporting logs, and gradually most settlements developed sawmilling industries, often producing sawn timber purely for local use. For this reason, one can say that few if any towns and settlements in the South East Queensland biogeographic region did *not* have a timber history.

Over time, specialisations developed as transport networks improved and products could be more readily moved to markets. The movement of goods (including timber) by river and sea gave way to rail and ultimately road transport. Consequently the connection between forests and timber exploitation has changed, so that now there are places where timber milling is an important economic activity (e.g. Brisbane, Ipswich, Maryborough and other major cities) yet the timber to supply these mills comes from distant forests. The connection between towns engaged in the timber business and forests is no longer as close as it was in the past.

Just as some settlements that relied in part on timber became less linked to the forests from where the timber came, other towns with a timber past left this past behind. Where timber was a by-product of agricultural clearing, the only evidence of this timber past may be in the cleared and ploughed landscapes surrounding the town. Kingaroy and many other agricultural cities began this way. Nerang is a city where the only evidence of its timber past is its situation on the river at the point where logs could be loaded for shipment to Brisbane markets.

Other towns and settlements retained a close connection with their nearby forests, but the type of connection changed. Such would be the towns of Beerwah and Imbil, where timber cutting gave way to government Forestry and the development of plantations. Fraser Island and the Bunya Mountains are places where timber settlements have disappeared, but where the conservation values of the forests have led to new types of settlements, in this case tourist ones.

1.2 METHODOLOGY

Time did not allow for a complete and thorough investigation of all the towns and settlements of the South East Queensland biogeographic region, past and present, that had an association with timber or forests. Some places have fairly good secondary documentation, whilst other places have scarcely been studied at all. Such variations in documentation, and the

fact that the limited time did not allow for other than cursory archival research, have meant that a selection of key places of settlement has been made.

A database of towns (Appendix 4) within the region was developed by the author, using local and regional histories where they existed. The information in this database provides an overview of the towns' histories, and highlights periods of importance to the timber or forestry world. Another RFA report, *People and Trees* (Powell, 1998), was used as a guide for establishing key phases of timber and forest history. Settlements that highlight significant aspects of each phase of forest use were chosen, using information from the database and the thematic history. These towns and settlements were grouped and a case study was selected from the group for further investigation. The selection of each case study could not always be done consistently. Sometimes places were chosen because they are relatively well documented (e.g. Nerang) while others (e.g. Builyan) were avoided for lack of documentation. On some occasions, however, where a place is so thoroughly documented that repetition seemed unproductive, it was felt more useful to attempt a study of a similar although less well documented place. Some of the case studies are places of critical importance to a history of Queensland's forests, yet the history of these places had never before been documented. Such include Jimna, Imbil, Beerwah, Yarraman and Canungra Land Warfare Centre. New aspects of the forest history of the Bunya Mountains, Fraser Island, Nerang and Crow's Nest are presented in the case studies.

It is envisaged that the case study approach will allow future researchers to test the validity of some of the conclusions drawn about the key points and cultural heritage implications of each phase of forest history. The author wants to stress that this report should be seen as only a preliminary investigation of forest towns and settlements, and of the travel routes that affected them.

In terms of the overall cultural heritage component of the RFA process, this report should be read concurrently with all other heritage reports.

1.3 RELATED PROJECTS

A series of historic cultural heritage reports have been prepared for the joint Commonwealth/State Steering Committee overseeing the Comprehensive Regional Assessment (CRA) of forests in South East Queensland.

National Estate: Historic Values

This project outlines the field work conducted in forested regions in the course of the regional assessment of the SEQ Biogeographic Region. Places for consideration for inclusion on the Register of the National Estate are listed when considered to be above threshold (FAU, 1998a). Detailed documentation relating to places of potential National Estate value, as well as those considered significant but falling below threshold, is provided in a separate volume (FAU, 1998b).

Thematic History (People and Trees)

A thematic history of the SEQ biogeographic region, with particular reference to forested areas, has been written (Powell, 1998). Based largely on secondary material, this thematic history employs the Principal Australian Historic Themes as outlined by the AHC.

Sawmills and Tramways

This project provides a historical overview of sawmilling, an inventory of sawmills and tramways and field documentation of selected sawmills and tramways in the SEQ Biogeographic Region (Kerr, 1998).

National Estate: Social values

Thirteen workshops were held throughout the SEQ Biogeographic Region to identify places considered by local communities to have value for historic, social and aesthetic reasons. Following processes used in other states, and based on quantitative information obtained during the workshops, assessments were undertaken to determine those places which were above threshold for National Estate social significance (FAU, 1998c).

Integration of National Estate Aesthetic Values Studies

A series of projects focussing on art, photography and film, literature and music, tourism publications, and incorporating aesthetic data from 13 community workshops identified places of aesthetic value (Lennon and Townsley, 1998).

Management Guidelines

A comprehensive overview of the legislative framework for the conservation of cultural heritage places and values (Indigenous and non-Indigenous) in forested areas of the SEQ Biogeographic Region was undertaken. A set of conservation principles and guidelines was developed for the protection and management of non-Indigenous cultural heritage places and values in forests in the Region (Lennon and Associates, 1998).

2 TRAVEL AND TRANSPORTATION ROUTES IN SOUTH EAST QUEENSLAND

2.1 INTRODUCTION

The non-Indigenous settlers who arrived in South East Queensland by land and sea found a land over which people had moved for millennia. Doubtless the early settlers followed Indigenous tracks which would in many instances have followed logical geographic features. This is particularly so when the settlers, in common with the Indigenous inhabitants, were travelling on foot. Changes no doubt developed with the introduction of horse and bullock transport and wheeled vehicles which had different requirements in terms of gradient. Nonetheless, many of the routes which have become important modern transportation networks may follow ancient tracks. The North Coast Railway line from Brisbane to Gympie may well be one such example². Little is known of this for certain and most 'evidence' is circumstantial. The basic reference, Steele's *Aboriginal Pathways in South East Queensland and the Richmond River* documents tribal boundaries and significant sites known at the time of first contact, but makes no attempt to trace specific pathways of movement and such work is beyond the scope of this project.

A small number of historians have written about different aspects of the changing transportation and travel routes in South East Queensland. Early explorers' travels are dealt with in J. Steele's book *The Early explorers of the Moreton Bay District 1770-1830*. The history of the railways of Queensland is covered in John Kerr's *Triumph of narrow gauge, a history of Queensland railways* and Margaret Pullar's report to the National Trust of Queensland, 'Historic Routes of Queensland' gives a survey of various modes of transport and different types of travel routes. An unpublished history of the Main Roads Department of Queensland by Marion Diamond completes the general histories. Various local histories incorporate details of local roads and transportation systems within their areas.³

It is not possible within the given time frame of this report to do other than summarise the general work already done by these historians (See below, Appendix 2 and 3 and maps 1-4). What this report does attempt to do, however, is to incorporate the concept of changing transportation networks into the discussion of forest towns and settlements in South East

² J.G. Steele, *Aboriginal Pathways in South East Queensland and the Richmond River*, University of Queensland Press, St Lucia, 1984, p. 160.

³ Unless otherwise specified, details in this section are taken from Margaret Pullar, *Historic Routes of Queensland*, a report for the National Trust of Queensland, April, 1995 and Rod Fisher & W. Ross Johnston, *Historical heritage essay*, in *South East Queensland 2001 region. Cultural heritage places study: A study commissioned by the Queensland Department of Environment and Heritage*, Uniquist, The University of Queensland, 1995 and Marion Diamond, *A history of the Queensland Main Roads Department*, unpublished manuscript, 1992.

Queensland. A further area of study is to detail the extent of road construction by Forestry itself. This was a significant feature of Forestry activity, involving road construction gangs throughout State Forests. These roads are an important feature of State Forests, and some of them (e.g. the coastal road within the Toolara/ Tuan State Forest) have become major public transport routes.

2.2 MARITIME ROUTES (MAP 1)

The earliest non-Indigenous travel routes in what is now South East Queensland were maritime ones. Cook had charted much of the coast in 1770 and Flinders added details in 1799. By 1802, the Wide Bay bar had been crossed and it was recognised that Facing Island was separated from the mainland and provided protection to Port Curtis. A complete list of the progressive charting of the coast is given in Appendix 2.

In the early part of the nineteenth century the rivers of the region became better known. Oxley had journeyed up the Brisbane River in 1823; Lockyer followed the river to the junction with the Stanley River in 1825 and the following year Captain Logan travelled to the Logan River and sighted the Southport bar. Andrew Petrie investigated the coastal areas north of Brisbane to the Maroochy River in 1838. In 1842 he again travelled north by sea, this time accompanied by Henry Stuart Russell and the two escapees Davis and Bracewell. They sailed north to Double Island Point, across the Wide Bay bar and up the Sandy Straits to the Mary River and on to Fraser Island. The full course of the Mary River was followed by Dr Simpson the next year. In the same year, Russell investigated a river which he mistakenly believed to be the Boyne River, a river that Oxley had reported as flowing into Port Curtis. It was, in fact, a tributary of the Burnett River. The government surveyor, James Burnett, investigated this river in 1847 but reported that its lower reaches were not navigable.⁴ This was a key point: without ready access to the sea, land transport was considered too difficult and expensive to make pastoral settlement viable.

Rivers of the South Coast

Small shipbuilding was at its peak in Brisbane from 1870 to 1890, but coastal and river shipping routes remained in use well into the 1940s.⁵ Punt services began between Brisbane and Ipswich in 1845, a steamer ferry service ran from Brisbane to Redcliffe from 1883 and Pettigrew established a shipping depot at Eudlo Creek in 1885. By 1893, a lifeboat was stationed at Southport and the entrance to Nerang Creek was beaconed during the 1890s. In 1895 gales caused a breach through Stradbroke Island at Jumpinpin.⁶

Maryborough

Burnett's survey led to the proclamation of the districts of Wide Bay, Burnett and Maranoa, and settlers moved into the area now the site of Maryborough. From 1847, the *Aurora* was bringing supplies from Brisbane every fortnight.⁷ Richard Sheridan was appointed Sub-Collector of Customs for the Port of Wide Bay on 15th December, 1859: fifteen days later the duties of Harbour Master were added to his other responsibilities, and he remained in the post for nineteen years. By 1860, exports from the port of Maryborough totalled £107,000 and with the discovery of gold at Gympie, exports through the port increased. In 1862 Joseph Montgomery was appointed Acting Pilot. He operated as the river pilot when Henry Croaker was

⁴ Janette Nolan, *Bundaberg history and people*, University of Queensland Press, St Lucia, 1978, p. 3.

⁵ Foreword by Dr G. Roderick McLeod, Queensland Maritime Museum, in Dene C. Rowling, *Mosquito fleet days, a history of the cutters and steamers of the Logan and Albert Rivers*, Phoenix Printing, Windsor, Queensland, 1996.

⁶ *Harbour and Marine, Queensland, 1824-1985*, published and researched by the Department of Harbours and Marine and compiled by staff of the Department, in particular Miss Winifred Davenport, M.I.E. Aust., M.R.I.N.A., p. 286.

⁷ Tony Matthews, *River of dreams, a history of Maryborough and district*, Maryborough City Council, Maryborough, 1995, p. 48.

appointed sea pilot in 1863.⁸ Access to the Mary River is not easy and ships need either to negotiate the treacherous Wide Bay bar or travel outside Fraser Island and around Breaksea Spit. Beacons and buoys provided assistance through the 40 miles of Sandy Strait south of the Mary River; markers for crossing the Wide Bay bar were, in 1868, invisible during bad weather and continuing requests for the establishment of a lighthouse at Inskip Point, and connecting telegraph service to Maryborough were continually rejected during the 1860s and 1870s.⁹ A lighthouse at Sandy Cape became operational in 1870.¹⁰

People as well as goods passed through the port, and in 1872, Sheridan wrote to the Colonial Secretary's Office suggesting the establishment of quarantine building for use by the Port of Maryborough.¹¹ He suggested the use of Duck Island, but in 1873 an area on the western shore of Fraser Island (Great Sandy Island as it was still called) was gazetted as a reserve. The Station appears to have been abandoned some time before 1897, having reputedly housed up to 12,073 Islanders brought to the area as labourers.¹²

Bundaberg

Burnett's report on what he thought was the Burnett River had caused the area to be avoided, and Bundaberg developed later than either ports to the south or north. In 1865 the Miller Brothers entered the Burnett in their ketch and the river was informally charted by the Steuart brothers, John and Gavin, in 1866.¹³ They erected beacons on the Burnett bar and induced the sawmiller, Tomas Miller, to bring his schooner, the *Elizabeth*, from Maryborough.¹⁴ In 1866, the skipper William Collin, looking for employment during the economic downturn of the period, approached Pettigrew and Sims of Marybrough to secure a timber cargo. He was sent to the Burnett to collect a load of log timber, and reported on the future site of Bundaberg; when the first sawmill was established by Sam Johnston in 1868, the settlement began.¹⁵ As in many coastal areas, timber and shipping jointly led to the establishment and early maintenance of settlement.

Port Curtis

In 1770 Cook had landed at Bustard Bay, and in 1802 Flinders had explored the channel between Curtis Island and the mainland. The harbour was drawn by Flinders' artist, William Westall.¹⁶ Not until 1846 was any official notice taken of the area, but in that year it was decided to establish a transitional colony for convicts in their last year of sentence and Port Curtis was chosen. The following year, George Barney arrived as Lieutenant-Governor and Superintendent with the first contingent of officers and convicts. Only three months later the attempt was abandoned and all involved returned to Sydney.¹⁷

At the same time, land exploration by Ludwig Leichhardt and Thomas Mitchell (1844-1846) was opening up areas north of the Tropic of Capricorn and squatters were pressing for land along the Dawson and Mackenzie rivers.¹⁸

⁸ *Harbour and Marine, Queensland*, pp. 69,70.

⁹ *Harbour and Marine, Queensland*, p. 73.

¹⁰ Arthur Tillett, Research Officer, Queensland Maritime Museum, personal communication.

¹¹ Karen Townrow, with Leo Cao and John Langford, North White Cliffs, Fraser Island, an historic archaeological survey, Queensland Department of Environment and Heritage, Maryborough, January, 1994, p. 22.

¹² Townrow, North White Cliffs, p. 25.

¹³ *Harbour and Marine, Queensland, 1824-1985*, p. 74.

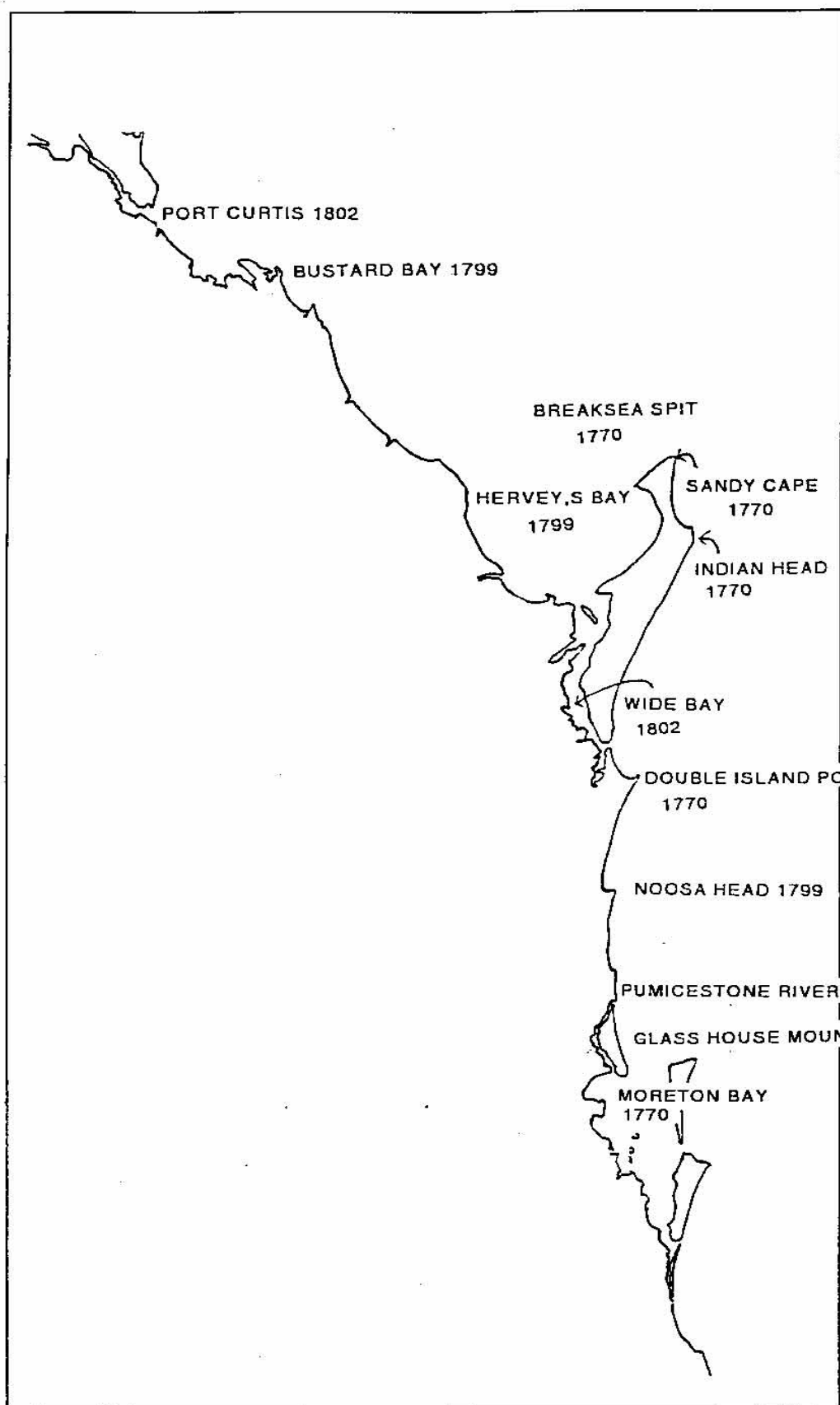
¹⁴ Nolan, *Bundaberg history and people*, p. 33.

¹⁵ Nolan, *Bundaberg history and people*, pp. 34-37.

¹⁶ Lorna McDonald, *Gladstone...city that waited*, Boolarong Publications for the Gladstone City Council, 1988, pp. 41-45.

¹⁷ McDonald, *Gladstone*, p. 47.

¹⁸ McDonald, *Gladstone*, p. 72.



MAP 1:

**COASTAL
EXPLORATION
OF SOUTH EAST
QUEENSLAND**

(after Professor Radok, *Capes and captains, a comprehensive study of the Australian coast*, Surrey Beatty & Sons Pty Ltd, Chipping Norton, New South Wales, 1990, pp. 78-88)

2.3 OVERLAND EXPLORERS AND PASTORAL ROUTES (MAP 2)

After the initial ‘discovery’ of the Brisbane River by John Oxley in 1823, the officers associated with the Moreton Bay penal colony were the first non-Indigenous settlers to explore South East Queensland. Major Lockyer and Captain Logan explored the Brisbane River and travelled through the Fassifern Valley. The botanist Alan Cunningham led an expedition to explore the western side of the Great Dividing Range and named the Darling Downs in 1827. He travelled from Ipswich to the Darling Downs the following year, through a pass in the Range now called Cunningham’s Gap.¹⁹

Until 1842, a 50 mile (80 kilometre) area radiating from the penal settlement at Moreton Bay was closed to free settlers. This determined, to a great extent, the early movement of squatters which was overland and inland, often directly from Northern New South Wales.

The first free settler to take up land was Patrick Leslie who chose the Toolburra run on the Darling Downs, near present day Warwick, and others followed. By 1842, there were forty-five runs on the Darling Downs.²⁰ Settlers moved up the valleys: the Lockyer, Fassifern and Brisbane were all occupied quickly. Next were moves into the Burnett and Wide Bay regions: Henry Stuart Russell (who had travelled with Andrew Petrie) took land on the Upper Burnett; Jolliffe established a sheep station at Tiara on the Mary River and soon there were pastoral runs at Barambah and Gin Gin. Pastoralists then moved north to the Dawson valley.

By the late 1850s and early 1860s, much of South East Queensland was occupied, albeit in small numbers, by non-Indigenous pastoralists.

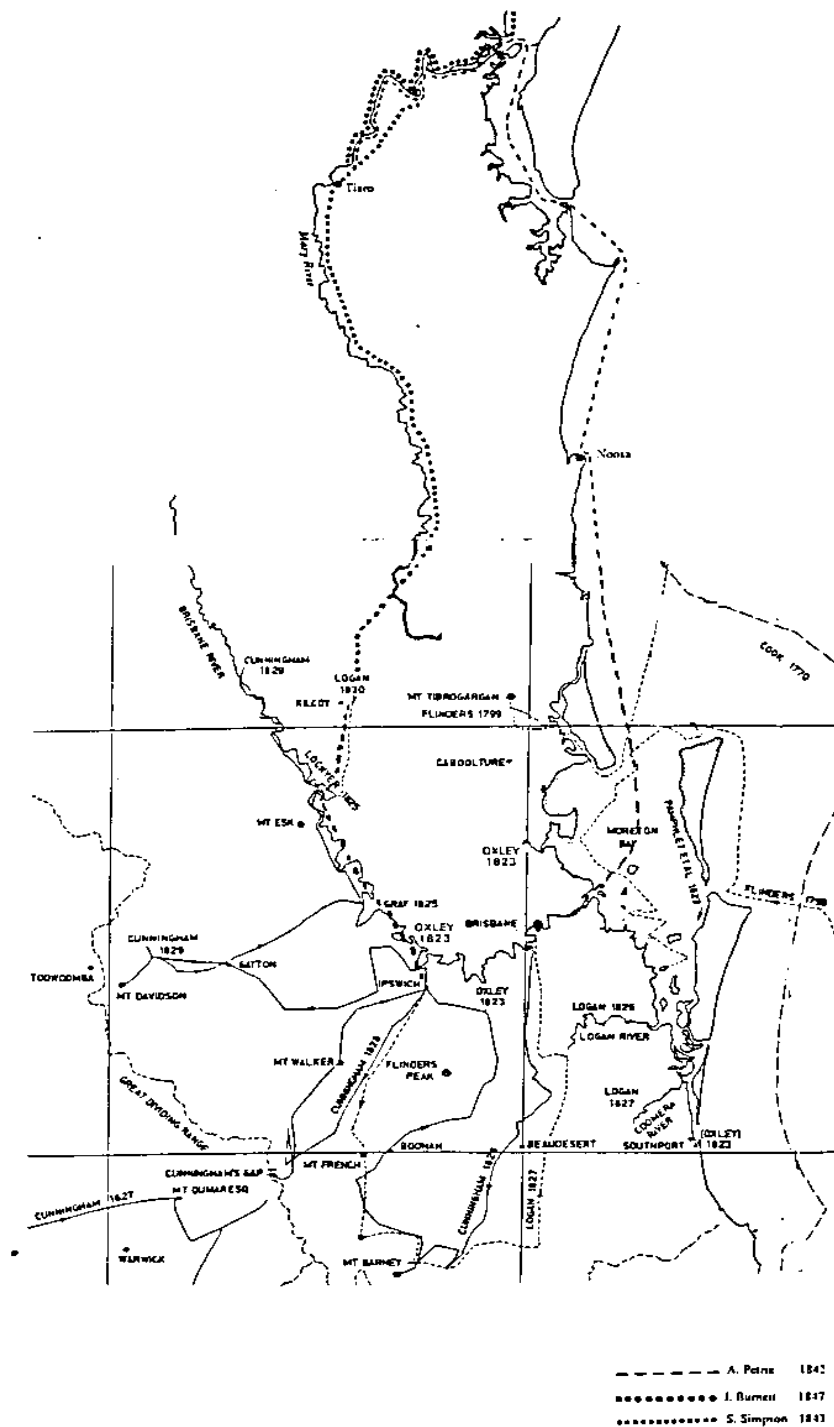
¹⁹ For a summary of European Exploration in Moreton Bay between 1823 and 1840, see J. Powell, *People and trees, a history of South East Queensland with particular reference to forested areas, 1823-1997*, Department of Environment and Environment Australia, 1998, Appendix 2.

²⁰ W. Ross Johnston, *The call of the land, a history of Queensland to the present day*, The Jacaranda Press, Milton, Queensland, 1982, p. 25.

MAP 2:

EXPLORERS AND PASTORAL ROUTES IN SOUTH EAST QUEENSLAND

(after J.G. Steele, *The explorers of the Moreton Bay District 1770-1830*, University of Queensland Press, St Lucia, 1972 (reprinted 1983)
Figure 1 and T.W. Blake & R.L. Allom, *Original Maryborough Site, an historical study*, Maryborough City Council, 1988, p.9)



2.4 COACH ROUTES (MAP 3)

As settlement expanded and the population grew, primitive road systems developed into important pastoral areas. A road to the Burnett district opened in 1849 and money was raised for a road to Ipswich. Many of the early roads, the most notable being the Spicer's Gap road through the Great Dividing Range, were built by private squatting interest: in 1851, the colonial government in Sydney spent £300 on road works in the Moreton Bay district.²¹ By 1860 there were only seven roads in Queensland.

As settlement spread and the population grew, mail began to be delivered and coach services took advantage of the opportunity. In 1865 Hiram Barnes of Cobb and Co bought the first coaches and tendered successfully in 1866 for mail deliveries between Brisbane and Ipswich and Helidon and Toowoomba. Discovery of gold at Gympie increased traffic markedly: in 1867 Cobb and Co's road manager inspected the road from Brisbane to Gympie and condemned it.²² Nonetheless coach services began in 1868, operating twice weekly and travelling via a punt at the Caboolture River, Banksfoot House at the Glass House Mountains, Cobb's Camp (Woombye), Low's (Yandina), Ward's (Traveston) and, during 1878, Tewantin and Cootharaba. A further route from Gympie to Noosa operated between 1880 and 1884, via Cooran and Tewantin.²³

Maryborough was connected to its hinterland in 1868 when a route opened to Kilkivan via Tinana, Tiaro, Bauple and Woolooga. From 1874, a coach ran three times a week from Maryborough to Gympie via Tinana and Tiaro.²⁴

To the south, a coach ran twice weekly to Pimpama and Nerang Creek from 1870 and from 1886 the route was extended to Murwillumbah. The route went via Mt Gravatt, Beenleigh, Yatala, Coomera and Coombabah to Nerang and Southport.²⁵

Coach routes are an important indication of the spread of commercially successful and populous settlements in the nineteenth century. Travel on them was not cheap: in 1868 the fare from Brisbane to Gympie was £3 10s.²⁶ The service was only ever a mail or passenger service and although the routes are a good indication of where people with money travelled, they do not indicate the movement of goods. Until the advent of rail, most goods from the pastoral hinterlands continued to travel to the coast for easy and inexpensive transportation by sea. Where rail replaced earlier river transport, settlements died. Mill Point on Lake Cootharaba and Campbellville on Coochin Creek are two good examples.

²¹ Diamond, *A history of the Queensland Main Roads Department*, p.3.

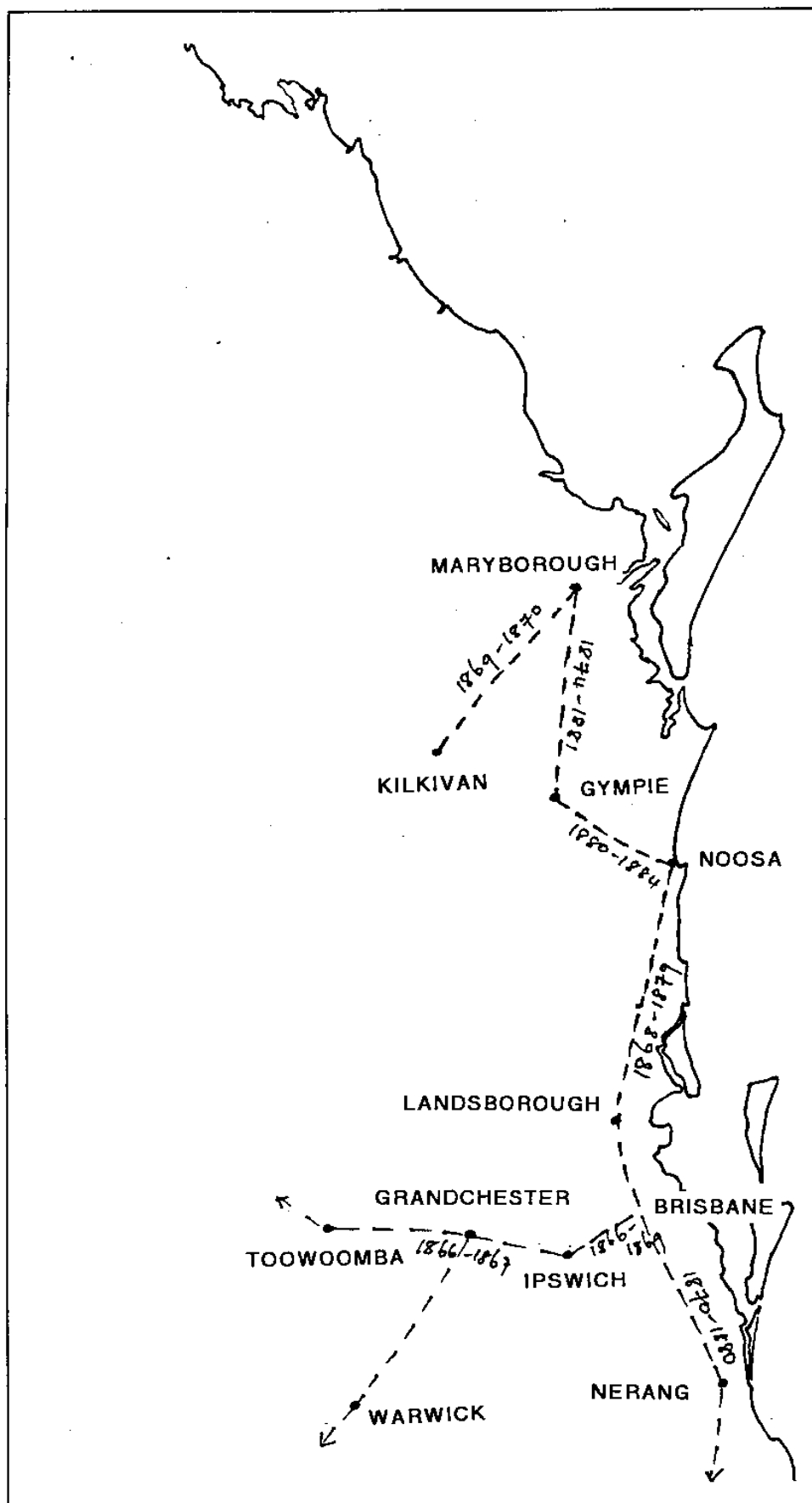
²² Cobb & Co in Australia, a retrospect of coaching in Australia, n.d. (Fryer Library), p.35.

²³ Deborah Tranter, *Cobb & Co, coaching in Queensland*, Queensland Museum, 1990, pp. 110, 114.

²⁴ Tranter, *Cobb & Co*, p. 115.

²⁵ Tranter, *Cobb & Co*, p. 111.

²⁶ Tranter, *Cobb & Co*, p. 110.



MAP 3:

**COBB AND CO
COACH ROUTES
IN SOUTH EAST
QUEENSLAND**

(after Deborah
Tranter, *Cobb & Co,
coaching in
Queensland*,
Queensland
Museum, 1990)

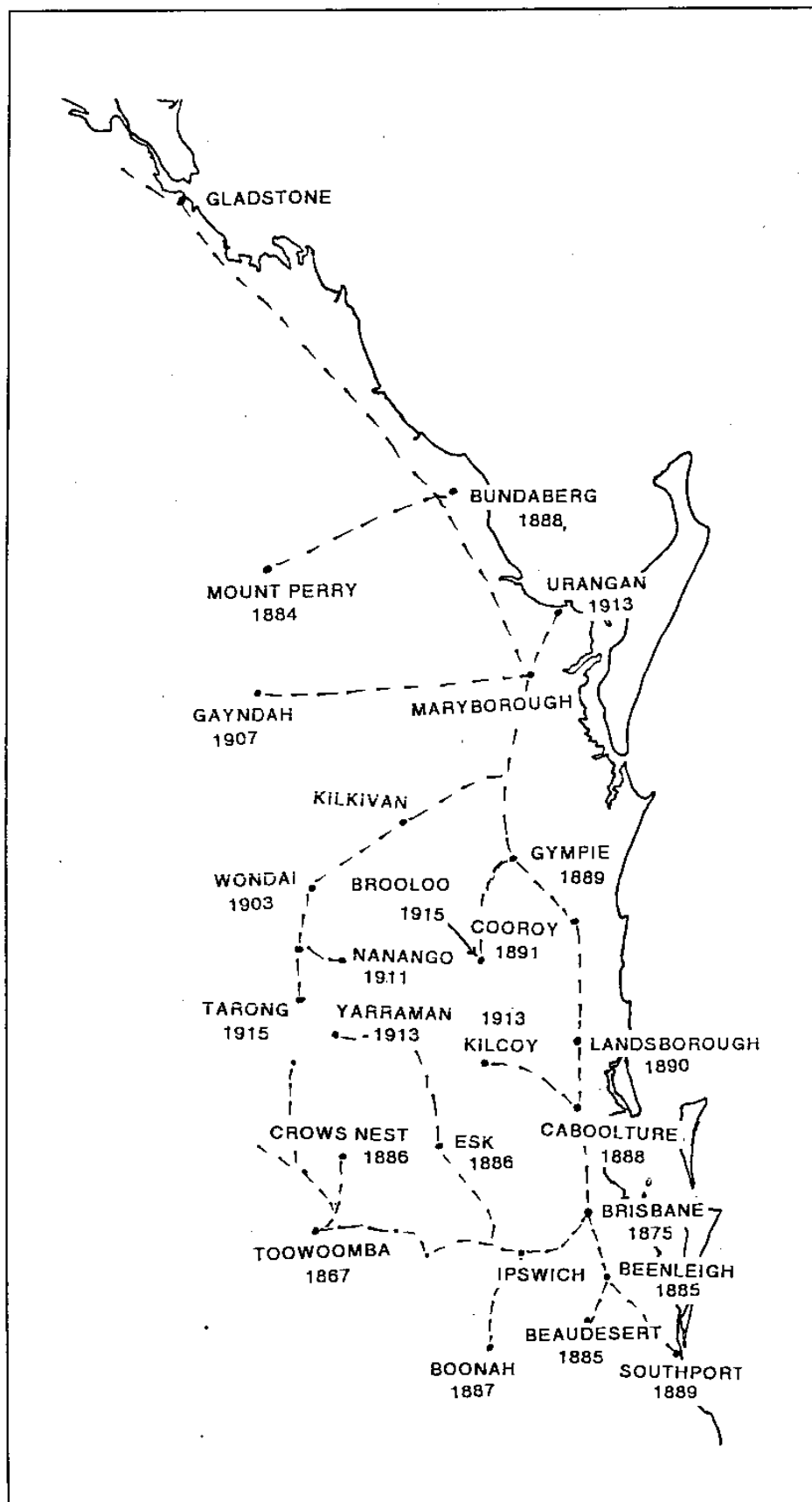
2.4 RAILWAYS (MAP 4)

Railway development involves large capital investment, most generally provided by public enterprise. Prior to the development of motorised land transport, only rail could hope to compete with shipping in terms of the movement of goods and people.

The history of the development of the railways in Queensland has been told elsewhere and need not be repeated here.²⁷ The key point to be made about the construction of the railways of Queensland is, as Margaret Pullar has noted, the fact that in Queensland as nowhere else in Australia, rail lines did not radiate from the capital, but were built east-west from the principal ports along the coast.²⁸ This point needs to be stressed, for it emphasises the role that the railways played in the economic development of hinterland areas, and the continuing role that shipping played in the movement of commodities. Trunk lines in the South East Queensland biogeographic region include those from Maryborough to Gayndah and from Bundaberg to Mount Perry. Similarly, branch lines such as the Mary Valley line (opening in 1915 to Brooloo), the Brisbane Valley line (opening to Yarraman in 1913), the South Burnett rail network extending from Kilkivan to Kingaroy and Nanango by 1911, aimed at opening less accessible areas of the country for commercial exploitation. Tracks and roads connected with railway lines as previously rivers had connected to the coastal ports.

²⁷ Kerr, *Triumph of narrow gauge*.

²⁸ Pullar, *Historic Travel Routes*, p. 61.



MAP 4:

**RAILWAY
DEVELOPMENT
IN SOUTH EAST
QUEENSLAND**

(after Duncan
Waterson & Maurice
French, *From the
frontier, a pictorial
history of
Queensland to 1920*,
University of
Queensland Press, St
Lucia, 1987, p. 236)

2.5 ROADS

The road network in the South East Queensland biogeographic region is complex and no attempt at a thorough investigation of the numerous routes in the area has been attempted. A few comments are made simply as they relate to the general changes in transportation. These observations are based on the work of Margaret Pullar and Marion Diamond.²⁹

During the nineteenth century, roads and tracks developed as a result of local initiative, whether private or public. With increasing settlement after 1868, the Public Estates Improvement Branch of Treasury that was responsible for opening up land, undertook surveys and provided roads and bridges. These roads were then handed over to the local authority.³⁰ The condition of nineteenth century roads and tracks was generally poor and priority was given to developing a rail network. Not until motor vehicles became more widespread were effective measures taken to develop a road system, in part as a response to public lobbying.

In 1905, the Royal Automobile Club of Queensland came into being with a meeting of twelve motor enthusiasts who banded together to counter public hostility to the motor car; by 1921, an estimated 8,000 cars and trucks were on Queensland roads. The R.A.C.Q. was a powerful lobby group and an active participant in the road networks. In 1915 they were responsible for erecting the first hundred road signs in Queensland and they encouraged voluntary contributions for the construction of roads. Anzac Memorial Avenue at Redcliffe was one such project.³¹

In 1920 the *Main Roads Act* was passed, establishing the Main Roads Board, a precursor to the Main Roads Commission the Main Roads Department and Queensland Transport. The Board was to be responsible for roads that, under certain circumstances, would be gazetted as main roads. Roads within towns remained a local authority responsibility. The Board identified three priorities, namely:

- to join towns not yet connected by railways through a system of trunk roads;
- to build feeder roads linking farming areas to existing rail heads; and
- to construct 'developmental roads' in order to open new areas of Crown Land to closer settlement.³²

Roads were clearly seen as a parallel development to railways, and until the 1950s a policy of non-competitiveness with rail was followed.³³

Motorised transport required different types of roads from those used by horses or bullocks. Teamsters' tracks often followed steep ridge country that was difficult for cars; while the two transport systems overlapped, there were continuing complaints by motorists about the damage caused by bullocks drays, horses and solid cart wheels.³⁴

In 1922 the Commonwealth of Australia announced a National Road Policy. Grants were allocated to the states for road construction on a pound for pound basis. Queensland was allocated £35,000 and a matching amount of money was provided by the State and local councils. Allocation of money for work on the following roads in South East Queensland was:

Brisbane - Mt Lindesay	£8,000
Beerburrum - coast	£5,750
Murgon - Gayndah	£6,000
Samford - Mt Nebo	£8,000
Redcliffe	£12,000
Brisbane - Toowoomba	£1,300 ³⁵

²⁹ Pullar, *Historic Travel Routes* and Diamond, *A history of the Queensland Main Roads Department*.

³⁰ Pullar, *Historic Travel Routes*, pp 18,19.

³¹ Diamond, *A history of the Queensland Main Roads Department*, pp. 6,7 and 17.

³² Diamond, *A history of the Queensland Main Roads Department*, p. 13.

³³ Pullar, *Historic Travel Routes*, p. 20.

³⁴ Pullar, *Historic Travel Routes*, p. 20 and Diamond, *A history of the Queensland Main Roads Department*, p. 16.

³⁵ Diamond, *A history of the Queensland Main Roads Department*, p. 21.

Three points should be made about this arrangement. Road building was to be a form of unemployment relief, in particular for the large numbers of seasonal workers employed in Queensland's agricultural economy. Ex-servicemen were to receive preferential treatment, reflecting the powerful lobbying influence of the Returned Services League (RSL). Finally, the stage was set for shared funding of large scale projects, funded by borrowing and with the Commonwealth in the dominant position.³⁶

During the 1930s, roads became a factor in Australia's defence policy. As early as 1931, the Logan Bridge on the Pacific Highway was built to military specification, such as to bear the weight of a tank³⁷ and in 1937 a first class road was envisaged running from Cairns to Ipswich via Charters Towers, Emerald, Baralaba, Eidsvold, Gayndah, Blackbutt and Esk. Hundred of miles of this road were constructed, leaving Townsville connected to Brisbane by a poor flood-prone road.³⁸ When war came, roads considered vital to defence took precedence over all others. Roads were built to service American Army camps at Coolangatta, Caloundra, Samson Vale, Gatton and Strathpine. Increasing mechanisation made up for labour shortages and the number of tractors, graders and scoops operated by the Main Roads Commission increased dramatically.³⁹ This occurred despite the introduction of petrol rationing in 1940.

The immediate post-war period was a boom time; people had money to spend and increasing leisure time. In a single year, 1951/2, car registrations rose from 14,269 to 253,361 which represented one vehicle for every 4.8 people in the State.⁴⁰ A 1959 amendment to the Main Roads Act established four classes of roads - State Highways, Main Roads, Developmental Roads and Secondary Roads.⁴¹

³⁶ Diamond, A history of the Queensland Main Roads Department, p. 28.

³⁷ Diamond, A history of the Queensland Main Roads Department, p. 76.

³⁸ Pullar, Historic Travel Routes, p. 23.

³⁹ Diamond, A history of the Queensland Main Roads Department, p. 88 and p. 95.

⁴⁰ Diamond, A history of the Queensland Main Roads Department, p. 109.

⁴¹ Pullar, Historic Travel Routes, p. 25.

2.6 FORESTRY ROADS

As early as 1917, the need for Forestry to establish a road construction section was noted in the Annual Report of the Department. Commenting on the construction of roads at Glastonbury, Amamoor and Brooloo, the Director added that:

Owing to the lack of forest officers, the work has been entrusted to the Public Estate Improvement Branch, but the volume of work ahead is such as to justify the creation of a forestry road staff.⁴²

Road construction in order to improve access to timber stands and to reduce transportation time and costs continued to be an important function of the young department and by 1920/1, twenty nine roads totalling 40 ½ miles (65 kms) were built during the year, the costs being redeemed by the saving in transportation costs. Major projects listed for the year include 41 road construction projects in Gympie district, six at Benarkin, six on Fraser Island and one in Brisbane. Subsidies to local shires constituted another feature of road construction costs.⁴³

Road construction details for State Forests and walking track construction in National Parks constitute regular features of Annual Reports until the 1980s. As the 1939 report notes, the costs of forest road construction are justified because of:

- the reduction of extraction costs which enhance stumpage values,
- the benefits of providing constant all-weather access in order to maintain extraction levels and therefore mill operations, and
- the benefits of rapid access for fire fighting and general forest administration.⁴⁴

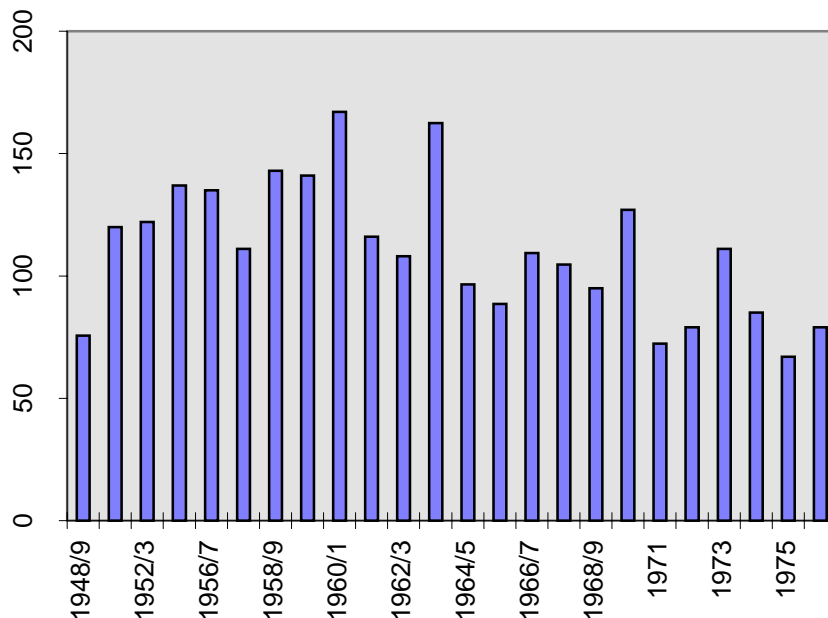
Between 1948/9 and 1975/6, a total of 2,562.5 kms of forest roads were constructed, as shown in Figure 1.

⁴² Annual Report of the Director of Forests, 1917, p. 4.

⁴³ Annual Report of the Director of Forests, 1920/1, p. 6 and p. 22.

⁴⁴ Annual Report of the Director of Forests, 1939, p. 1.

FIGURE 1 FORESTRY ROAD CONSTRUCTION (1948-1976) IN KILOMETRES



In 1975/6, there were 62 employees engaged in Forestry road construction and maintenance throughout the

State. The emphasis was to change, however, from road construction to road maintenance and upgrading, as the Annual Report notes:

The need for construction of major access roads into new areas of native forest is now starting to decline since most of the large stands of timber in Queensland have been provided with access. The emphasis will in future shift away from these areas and concentrate on providing better and faster access into the plantation areas.⁴⁵

From the late 1970s until 1997, major efforts have gone into upgrading road networks in the Beerburrum area and, in particular, the area of Tuan and Toolara. At Tuan and Toolara, much of this work was directly concerned to provide all weather access for plantation logging trucks to the Laminex mill at Toolara and the Hyne and Son Pty Ltd sawmill at Tuan.⁴⁶ The road through the Tuan - Toolara plantations has become a major alternative route to Maryborough from the south.

2.7 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified during field work as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report. This list is by no means comprehensive. The timeline for the project has meant that the areas most thoroughly investigated were those on Crown tenure.

- Maryborough-Gayndah 'convict' road (surveyed 1852)
- Spicer's Gap Road (1847)

⁴⁵ Annual Report of the Director of Forests, 1975/6, p. 13.

⁴⁶ Annual Report of the Director of Forests, 1986/7, p. 9 and 1987/8, p. 11.

- Cooloola Way
- Roads associated with the O'Reilly complex
- Soldiers' Road, Bunya Mountains

3. FOREST AND TIMBER TOWNS

3.1 CHARACTERISTICS OF FOREST AND TIMBER TOWNS

Many towns and settlements throughout the South East Queensland biogeographic region have a history that involves either timber or forests. Some of these settlements and towns have disappeared completely; others have changed so radically that their timber past is difficult to discern in the physical layout or overall landscape of the area.

Timber (or forest⁴⁷) towns and settlements are not easily defined, but it is important to attempt a description, both in terms of the physical geography of the town and landscape, the layout of the town or settlement, and the material remnants of timber industry extant. Historical investigation adds a further dimension. Characteristics of a timber town can take a number of forms:

Settlement patterns

Whilst not all of these settlement patterns relate solely to timber usage, it is nonetheless important that the siting of settlements follows a clear pattern over time. The three key factors in timber exploitation are *accessibility of timber*, *access to markets*, and *labour*. Accessibility of timber is a function of topography and technology. Access to markets is provided by transportation networks.

- The earliest timber exploitation occurred on the river systems where timber was readily available and where access to markets, before adequate land transportation systems existed, was by river and sea transport. Logs were floated down streams at times of flood and rafted together at key points. Rafting grounds are the only remains of such enterprises; the earliest cedar cutters lived isolated and mobile existences and seldom remained in one place long enough to leave evidence of settlement. The stumps of softwood (the most easily cut and the most valuable timber - cedar, bunya pine, hoop pine) quickly rotted and have left no trace other than, on occasions, depressions in the ground.⁴⁸ Where settlements did occur on river systems the siting was generally such as to take best advantage of the river. Settlements grew up not along the coast, but at the highest navigable point of the river where fresh, clean water supplies were available. This accounts for the siting of settlements such as the small, short-lived sawmilling sites like Campbellville on Coochin Creek north of the Pine River, to large prosperous cities such as Maryborough or Nerang.
- Once timber along the rivers was depleted, sources in the adjacent hinterlands had to be accessed. Some river systems were close to good timbered country but much of this timber was in high range country. Bullock teams were generally employed in hauling logs to rivers; on other occasions, timber chutes were used to move logs from the mountains to

⁴⁷ The distinction is made below in 3.2

⁴⁸ At Brootha Scrub in Cooloola (the site of William Pettigrew's Cooloola tramway), large depressions in the ground may, as Elaine Brown argues, be all that remains of the vast kauri pine stands that were exploited during the five year period when the scrub was being logged in the 1870s (Elaine Brown, *Nineteenth Century Cooloola: a history of human contact and environmental change*, M.A. thesis, The University of Queensland, 1995, p. 330.)

lower ground. Such chutes can be found in large numbers in the Bunya Mountains. On the Blackall Range, the names of roads - McCarthy's Shute and Lander's Shute - recall these early timber chutes.

- Timber accessibility meant the use of bullock teams, timber chutes, tracks and roads, and tramways. Tramways were not as common as in other parts of Australia. The earliest, in Cooloola, was constructed in the 1870s to bring timber from inaccessible parts of the Cooloola area to Tin Can Bay inlet for transshipment to mills at Maryborough.
- The advent of the railway transformed many aspects of life in South East Queensland. One effect was to open to settlement, areas that had previously been remote. Land clearing associated with early agricultural pursuits could now make use of, rather than simply destroy, timber cut from land. At places as diverse as Kingaroy, Imbil and Yarraman the timber industry was made possible by the railway. At the same time as the railway created new settlements, it killed off others. Mill Point on Lake Cootharaba could not compete with towns along the railway; Campbellville on Coochin Creek died also.

Landscapes

Many towns that were previously settled, in part as a result of timber, have cleared and agricultural landscapes and the evidence of their timber past is only evident from clumps of remnant vegetation, in the remnants of the timber industry in local museums, and in the memories and histories of older townspeople. Such towns would include Kingaroy, Bundaberg and many other towns that now are primarily agricultural.

Town layout

Many towns that sprang up as mill towns have disappeared (Elgin Vale, Wengenville) while others (Nerang, Bundaberg) have changed so radically that their previous activities have vanished. Towns that grew up purely to service a sawmill have distinctive small mill workers' houses (seldom painted) lined up in close proximity to the mill. A very characteristic example of such a layout is Jimna; the remaining mill workers' houses at Taromeo are similar architecturally and in their street layout.

Evidence of continuing activity relating to the timber industry

Some towns continue to have operating sawmills (Brooweena, Builyan and Kin Kin are two of many small examples; cities such as Maryborough are much larger ones); others have evidence of timber-related activities (Page's Furnishers at Pomona, the joinery shop at Cooran now used as a second hand furniture shop).

Evidence of government Forestry (past and present)

Some towns and settlements have been closely involved in a variety of Forestry activities. Where such activities no longer exist (e.g. forestry camps) almost no material evidence remains other than concrete slabs and invasive lantana. This is, in itself, significant in that it is a reminder of the transient character of much forestry activity and therefore the moveable nature of forestry workers' lives and accommodation. Other remnants of forestry settlements (now gone) include distinctive vegetation (scientific and experimental plots indicate nursery activities; mango and lemon trees are commonly found where foresters and their families lived for any length of time). Continuing forestry activities are indicated by forestry barracks, nurseries, offices.

3.2 OTHER TYPES OF FOREST TOWNS

Not all timber towns are forest towns, nor vice versa. Many large towns such as Brisbane and Ipswich have important sawmilling and wood processing plants, yet are such diverse places that one can hardly conclude that they are simply 'timber towns'. On the other hand, sometimes relatively small settlements not close to forested areas may rely heavily on sawmilling

for employment. For example, the Beerwah Management Plan of 1989 noted that although 29 sawmills were currently drawing from the Beerwah/Beerburum area, only 13 were located within the management area.⁴⁹

Other towns and settlements have been intimately linked with the forests, yet not solely as a result of timber exploitation. Such would include the mountain resort settlements of Tamborine, O'Reillys and Binna Burra in the Lamington Mountains, and the Bunya Mountains. Although these areas all had timber getters and sawmillers working in them, early in the twentieth century they became symbols of the early conservation and National Parks movement in Queensland and Australia, and their associations are consequently with the forests rather than with timber. Fraser Island forms a recent example of this movement.

A further example of human occupation of forests for a specialised use is military use of the forests. On different occasions, the military have used forested areas (the Lamington National Park and Fraser Island during World War II, Wide Bay Military Area in contemporary times) for training. At Canungra since 1943, a permanent military settlement has trained thousands of Australian and overseas troops and is an internationally renowned jungle warfare training centre.

In the last few decades, a further specialised use of the forests has developed. The environmental education movement is a worldwide movement aimed at educating students about the environment in addition to providing outdoor physical activities of a more traditional kind. As a result, a large number of environmental education centres (both government and privately run) have sprung up in South East Queensland. Some of these centres are situated in buildings that, in a previous life, have been forestry barracks and the layers of history (and of the changes in social attitudes to the forests and the environment in general) are vividly seen at places such as the Sunday Creek Environmental Education Centre.

A final use of forests is their use as a place of detention. Prison farms at Palen Creek and Numinbah are situated in forested areas and part of the prison regime has included forestry activities such as planting and nursery work.

⁴⁹ Beerburum-Beerwah State Forest Group Management Plan, Department of Forestry, Queensland, March, 1989, p. 43. At the time of writing, this area accounted for 10.9% of timber removals from private land in the whole of Queensland and 10.6% of Crown native timber removals in Queensland (pp. 44,45).

4 THE TOWNS OF THE SOUTH EAST QUEENSLAND BIOGEOGRAPHIC REGION

4.1 DEVELOPMENT OF DATABASE OF TOWNS - EXPLANATORY NOTES

In order to understand the history of forest towns and settlements within the South East Queensland biogeographic region, a database (Appendix 4) was developed by the author in order to provide an overview of the history of each town and settlement, with a view to pin-pointing key features of each place as regards timber and forest history. Information for this came from a range of sources, primarily local histories as listed in the Bibliography. Three documents that were useful were John Kerr's *Triumph of narrow gauge, a history of Queensland railways*, John Kerr's National Estate Grants Programme report on sawmills and tramways, and the historic heritage tables, edited by Rod Fisher, that constitute Volume 4 of the South East Queensland 2001 Region Cultural Heritage Places Study, 1995.⁵⁰ In addition to the database, information from John Kerr's report on sawmills and tramways (Appendices 5 and 6) and from Shire Handbooks for the 1970s (Appendix 7) gave an indication of areas with key timber interests.

The database of towns and settlements was written in Access 2 for Windows and includes a number of fields:

1. Town, Shire and current Forestry District are listed.
2. Population statistics, where available, are from the 1991 census.⁵¹ Census figures for 1996 are available as at the date of this report, but only for larger cities or local government areas. It was felt that the disadvantage of using 1991 statistics was outweighed by the fact that these earlier statistics give finer details for smaller settlements.
3. Current industry gives an indication of the contemporary significance of various economic activities in the town or settlement.
4. The presence of a Forestry or National Parks office is noted.

⁵⁰ John Kerr, *Triumph of narrow gauge: a history of Queensland railways*, Boolarong Publications, Brisbane, 1990, Kerr, Sawmills and tramways and Rod Fisher (ed.), South East Queensland 2001 region cultural heritage places study, Volume 4, Historic Heritage Tables, Applied History Centre, Department of History, The University of Queensland, 1995.

⁵¹ Ian Castles, *Census counts for small areas: Queensland*, Australian Bureau of Statistics, Commonwealth of Australia, 1993.

5. The current number of sawmilling licences registered in the town is given. This is not always a useful indicator of the timber interests of the town, as the sawmill licence might include an allocation of timber from resources distant from the legal address. Similarly, the legal address of the licensee is not always in the same town as the mill where the timber allocation is milled. Towns are listed where there is a sawmill (not necessarily licenced in that town) with a crown allocation of native hardwood. Such towns are the ones most likely to be affected by any decisions of the Regional Forest Agreement. Information on current sawmill licences was provided by Laurel Johnson (Social and Economic Unit - RFA, Department of Natural Resources), and comes from the Socio-Economic data compiled for the SEQ RFA.
6. Number of past sawmilling licences. Timber sawmilling companies and the names of important sawmilling or timber families are listed where known. Many of these details come from John Kerr's report on sawmills and tramways.
7. Significant topographical features and proximity to State Forests or National Parks give an indication of landscape.
8. Date of earliest settlement: this is problematic, in that in many (if not most) areas, the earliest settlers were pastoralists 'occupying' enormous tracts of land. Their reasons for taking up the land give little indication of the future potential of that land. Closer settlement followed the Act of 1868, which progressively broke up the large pastoral settlements and allowed for selection of smaller portions of land. In many instances, settlements grew up around focal points such as Inns. Giving a precise date for when such a focal point emerged as a town is often not possible. Where a town was surveyed, the date is given. In some instances, occupation of that land pre-dated the auction; in others, the survey did not lead to immediate sale of land.
9. Date of the first school. In 1868, the Queensland Board of Education established a system of Provisional Schools. Such schools required an enrolment of fifteen (later only twelve) pupils to be operational. Local communities were expected to provide a building and teacher accommodation. Many provisional schools were sited along railway lines.⁵² Where known, an indication is given that the school established was a Provisional School. The Historic Heritage tables for the SEQ2001 report only lists State Schools and where the date is given for a State School, it is possible that an earlier Provisional School preceded this. In addition, it must be remembered that many settlers, in particular the more prosperous of the pastoralists, hired private tutors to teach the children of pastoralists and their neighbours.⁵³
10. Transport connections are indicated by listing whether the settlement is on a river, a railway line or has other important road connections.
11. Period of timber use - this gives the approximate years when timber exploitation was most significant.
12. The main types of timber extracted are listed. These refer, in most instances, to timber extraction in the past.
13. References. A select list of references is given, but should be supplemented from the Bibliography.

It must be emphasised that this listing, and the data included, is far from comprehensive. It is hoped, however, that as the information exists in database form, information and comment can be progressively added by other researchers in order that our background information be constantly updated and not simply replicated by various researchers involved in different projects over time.

4.2 DISCUSSION

Eighty-eight towns or settlements are listed in the database, of which six (Campbellville, Elginvale, Kareewa, Mill Point, Neranwood and Wengenville) are no longer in existence. Two areas (the Bunya Mountains and Fraser Island) are now National Parks. Cities as large as Brisbane with a population of 751,115⁵⁴ are listed alongside settlements for which no

⁵²For further details, see Paul Burmester, Margaret Pullar and Michael Kennedy, Queensland schools, a heritage conservation study: a report for the Department of Education, 1996.

⁵³ Len Harvey, *Pioneers and progress: a history of Division One of the Shire of Woocoo*, Queensland, Woocoo Historical Society, Inc., Brooweena, 1988, p. 237 gives details of tutors at a number of pastoral stations in the region.

⁵⁴ All population figures given here come from Castles, *Census counts for small areas: Queensland* and are from the 1991 census data.

census data is available. In 1991 this means places with a population below 122 people, and the database records thirty-eight such places.

Determining the period when a town or settlement had an important association with timber (Figure 2) or forests is not easy. Short-lived mill towns such as Campbellville and Wengenville existed only when a sawmill was in operation. Other sawmilling towns such as Jimna have survived the disappearance of the mill but in this case the town has done so because of the continued presence of government Forestry and plantations. The association with forests continues, but has changed. Many towns appear to have a continuing association with timber, evident in the continued presence of timber milling or associated activity, yet the intensity of such association has changed over time. Towns such as Beaudesert, Boonah, Caboolture, Cooroy, Crow's Nest, Gympie, Kilcoy, Kin Kin, Maryborough, Mudgeeraba, Numinbah, Ravensbourne, Taromeo and Yarraman all have on-going associations with forests yet this is often only one of many activities within the town. For cities such as Maryborough, timber has always been a significant economic factor in the life of the town. Gympie, also, has sawmilling and Forestry interests and the connection with the Mary Valley timber resources has always been a significant factor. Yet to call Gympie a 'timber town' is to unduly simplify the complexity of the city's economic and social dimension. Similarly, small settlements such as Kin Kin may have a timber mill in the middle of the township, but this is only one aspect of a changing landscape. Dairying, agriculture and recently rural residential living are all equally if not more important. Without further intensive research into places for which often very limited documentation exists, it is not possible to make more than general observations.

FIGURE 2: DECADES OF FOREST RELATED ACTIVITY (AFTER APPENDIX 4)

TOWN	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990
Amamoor															
Beaunesert															
Beechmont															
Beerwah															
Benarkin															
Biggenden															
Blackbutt															
Boonah															
Brisbane															
Brooweena															
Buderim															
Builyan															
Bundaberg															
Bunya Mts															
Caboolture															
Campbellville															
Canungra															
Childers															
Conondale															
Coolabunia															
Cooran															
Cooroy															
Cooyar															
Crow's Nest															
Dayboro															
Dugandan															
Elginvale															
Emu Creek															
Esk															
Eudlo															
Eumundi															
Fraser Island															
Gin Gin															
Goomboorian															

TOWN	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990
Goomeri															
Gympie															
Imbil															
Ipswich															
Jimna															
Kalbar															
Kalpowar															
Kandanga															
Kareewa															
Kilcoy															
Kilkivan															
Kin Kin															
Kingaroy															
Kimbria															
Landsborough															
Linville															
Maleny															
Manumbar															
Mapleton															
Maroochydore															
Maryborough															
Mill Point															
Mooloolah															
Mount Mee															
Mt Glorious															
Mudgeeraba															
Nambour															
Nanango															
Nerang															
Neranwood															
North Aramara															
North Arm															
Numinbah															
Peachester															
Pechey															
Pomona															
Ravensbourne															

TOWN	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990
Springbrook															
Tamborine															
Taromeo															
Tewantin															
Tiaro															
Tirroan															
Wengenville															
Woodford															
Woolooga															
Yandina															
Yarraman															
Yednia															

While mindful of the limitations as outlined above, a number of general comments can be made about Figure 2. The period when most towns and settlements in this figure had an association with forests and timber occurs in the period from the 1920s until the 1950s. This could reflect a number of factors such as:

- increased activity by government Forestry including measures to stabilise market prices and the experiments with State owned timber mills;
- improvements in transport as a result of the expansion of rail networks, in particular branch lines;
- increasing licensing of sawmillers as a result of the 1936 Sawmillers Licensing Act; and of course
- the post-war building boom which led to a relaxation of sawmill licensing provisions between 1946 and 1952.⁵⁵

After the 1950s, many of the smaller towns and settlements lost their timber mills, as a result of amalgamation of timber interests. At the same time, changes in building methods led to a gradual decrease in the use of timber for house construction and an increase in the use of alternative building products such as fibro-cement and brick. Of the towns listed in the database that retain a connection with forests today, some are regional centres (Beaudesert, Boonah, Brisbane, Caboolture, Cooroy, Gympie, Kilcoy, Maryborough and Mudgeeraba); others rely in part on plantation timbers, whether hoop or exotic pine (Beerwah, Benarkin, Brooweena, Builyan, Crow's Nest, Imbil, Linville, Taromeo, and Yarraman). Some have an association with government Forestry or are near important State Forests (Beerwah, Benarkin, Crow's Nest, Imbil, Jimna, and Numinbah); for some the connection is with the forests of a National Park (the Bunya Mountains, Fraser Island, Ravensbourne). Only a relatively small number of settlements today have a timber industry reliant on native hardwood forests, and some of these towns (Eudlo, Brooweena, Builyan, Linville) are the subject of a study by the Social and Economic Unit in the Comprehensive Regional Assessment (CRA) section of the Queensland Department of Natural Resources.

It is clear from information gathered in the database that at one time or another, many if not most towns in South East Queensland had an association with forests or timber. Sometimes this association was brief and merely the by-product of other activities such as agricultural clearing. In other cases, timber became important when improved transportation allowed for it to be exploited rather than simply destroyed. In yet further examples, timber has been, and remains, one of the key industries in a town or city. In some of these instances, government forestry has been a parallel development. In a small number of notable examples, Forestry has had an on-going and intense relationship with the town within which it works.

⁵⁵ For details see Powell, *People and Trees*, 1998.

5. PHASES IN FOREST USE AND TRANSPORTATION

5.1 IDENTIFICATION OF KEY PHASES

In order to identify key phases in the forest and timber history of South East Queensland, the overview thematic history, *People and Trees*, was consulted and towns were grouped according to the key periods in the development of forest use and timber transportation. Data from Appendices 4 to 6 informed this process. Each phase occupies a loose chronological period. The phases and associated towns and settlements are listed below.

Timber exploitation associated with extraction of timber using a particular transport system:

- Waterways and coastal routes (19th century) - Nerang River, Logan River, Upper Coomera River, Brisbane River, Moreton Bay (e.g. Russell Island), Maroochy River, Mill Point (Lake Cootharaba), Mary River, Tin Can Bay, Tiaro, Maryborough, Fraser Island, Bundaberg.
- Private tramways (1870s-1950s) - Cooloola (Broutha Scrub), Canungra, Cressbrook (Andersen's tramways), Bunya Mountains (Wengenville), Fraser Island, Jimna, Mungar, Buderim.
- Timber chutes (19th century) - Bunya Mountains (Wengenville), Blackall Range (Maleny), Mt Mee.
- Railways (1890s-1920s) - Towns along the main line north from Brisbane (Landsborough, Yandina, Cooran, Pomona, Tiaro, Gympie); towns along the Mary Valley line (Brooloo, Amamoor, Imbil); towns along the Brisbane Valley line (Yarraman, Blackbutt, Esk); towns along the South Burnett line to Kingaroy; Crow's Nest on the Crow's Nest branch line; Builyan on the Monto-Many Peaks line.
- Bullock tracks (19th century until 1950s) - until the use of motorised transport, and for a time in parallel with such transport, bullock teams were employed to transport logs from the cutting area to the point of loading at the next stage of transportation.
- Road and track transport (1900s to present) - Springbrook, Numinbah, Jimna, Louisavale/ Monsildale, Upper Currumbin, Esk, Conondales, Mapleton, Canungra.
- Forestry roads system (1940s to present) - Tuan/ Toolara, Beerwah/ Beerburrum, Kalpower, Jimna.

Towns and settlements where timber use was a by-product of clearing associated with early agriculture (1880s-1910s)

Kingaroy, Nanango, Bundaberg, Maleny, Crow's Nest, Childers.

Towns and settlements associated with a sawmill - some of these have disappeared*, some no longer have a sawmill#, others still are heavily reliant on a sawmill. (All periods)

Wengenville*, Elgin Vale*, Campbellville*, Kareewa* (near Pomona), Jimna#, Taromeo, Brooweena, Builyan, Canungra#, Manumbar#, Bunya Mountains#, Yednia#, Mill Point* (Lake Cootharaba), Pechey.

Towns and settlements closely associated with a particular timber company (All periods)

Hyne & Son, Wilson Hart and Co.Ltd (Maryborough and Fraser Island), Queensland Pine Company (Yarraman), Laheys Ltd (Canungra), State Sawmills (Taromeo), Brown and Broad (Moore), Hancock & Gore (Jimna), Lars Andersen (Cressbrook)

Towns and settlements associated with military activity in forested areas

Land Warfare Centre (Canungra) (1942 to the present), Z Force training camp (Fraser Island) (World War II), Wide Bay Military Training Area (Tin Can Bay) (in current use)

Towns and settlements associated with conservation, early National Parks, recreation (late 19th century and early 20th century)

Bunya Mountains, Lamington National Park (Binna Burra, O'Reilly's), Mt Tamborine, Springbrook.

Towns and settlements associated with particular phases in the history of the Forestry Department

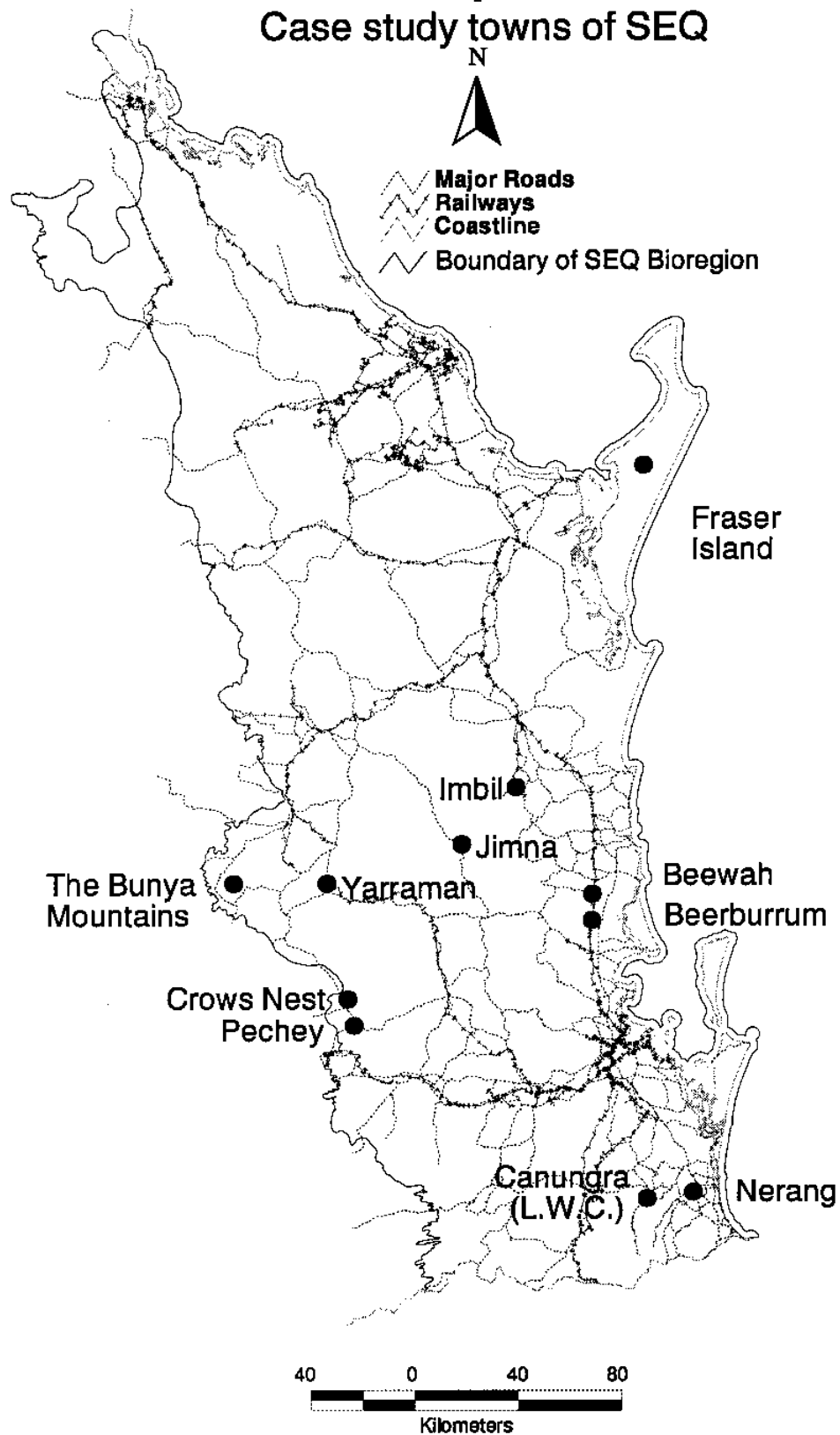
- Hoop pine plantation areas (1920s to the present) - Mary Valley (Imbil, Brooloo, Amamoor), Yarraman, Benarkin, Blackbutt, Crow's Nest, Kenilworth and Gallangowan, Kalpower.
- Exotic pine plantation areas (1920s to the present) - Beerwah/ Beerburrum, Tuan/ Toolara, Pechey.
- Native forest regeneration (1880s to the present) - Fraser Island, Jimna Range (Kenilworth), Gallangowan, Goodnight Scrub.
- Administration and research (1910 to the present) - Imbil, Gympie, Yarraman, Gallangowan, Toolara.
- Forestry camps, including workers' and survey camps, camps associated with nurseries, camps of displaced persons (post-WW2) - Sterlings Crossing and Foreign Legion camp in the Mary Valley, Benarkin/ Blackbutt and Beerwah/ Beerburrum (Displaced Persons), Kenilworth, Imbil (Nursery), unemployed workers (e.g. Fraser Island - 1930s), Gallangowan, St Mary's.

Settlements in forested areas with educational facilities (public and private) - (1970s to the present)

Sunday Creek, Sandy Creek, St Mary's, Numinbah, Bunyaville, Googa, Mt Binga and others.

Map 5

Case study towns of SEQ



5.2 SELECTION OF CASE STUDIES

Rather than attempt a sketchy overview of all the towns identified, it was decided to attempt a more detailed study of a number of case studies that were chosen in order to highlight key features of the phases of forest and timber history. Many settlements, of course, can provide information about a variety of historical periods, yet each case study has concentrated where possible on one major feature.

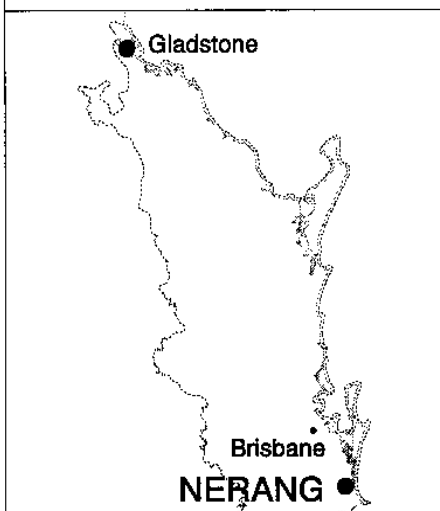
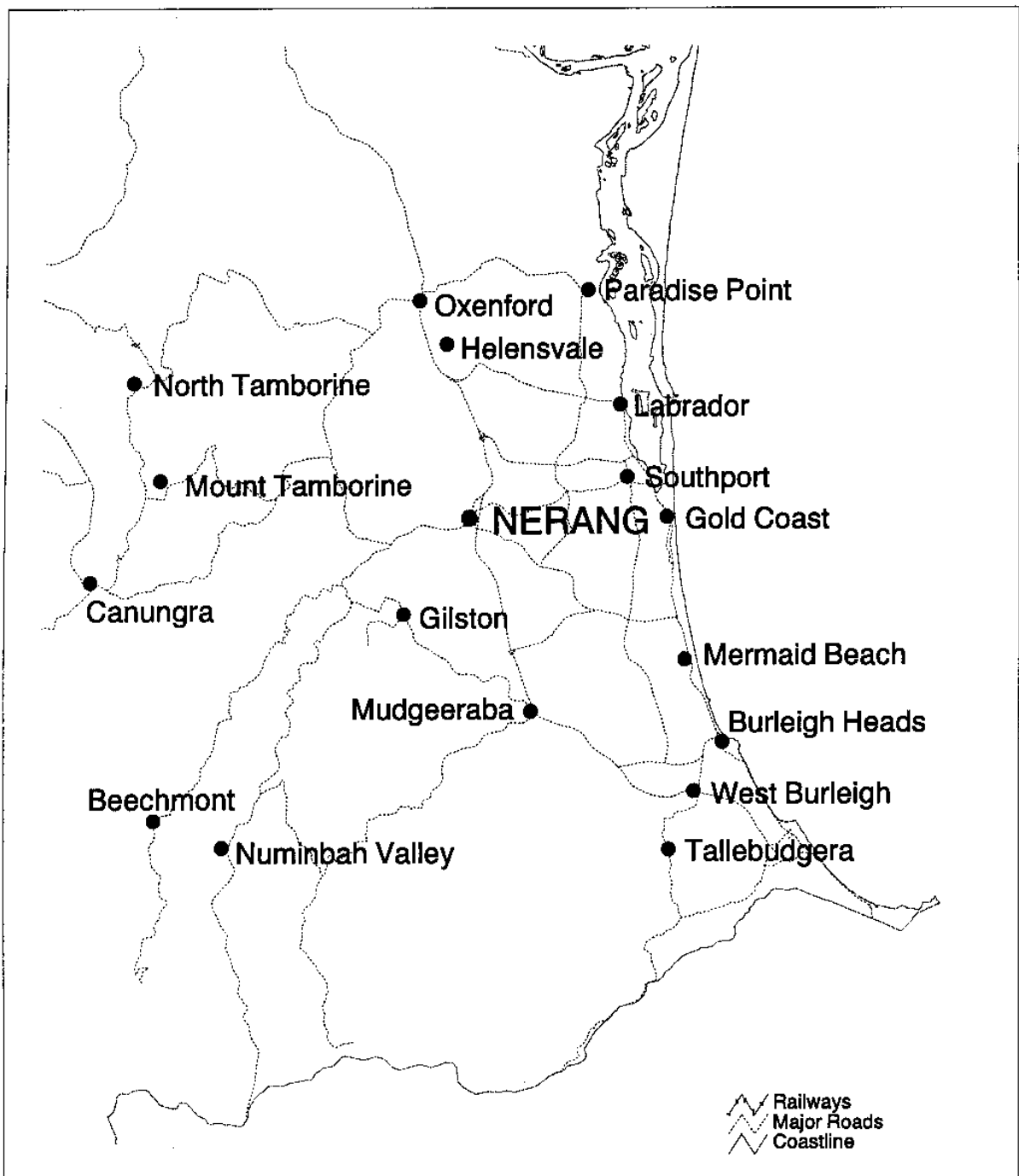
Case studies that have been developed are listed below:

- Nerang - transportation of timber by sea
- Jimna - a sawmilling company town
- The Bunya Mountains - a study of early conservation groups
- Crow's Nest/ Pechey - timber tramways
- Yarraman - a railway and company town
- Imbil - early Forestry and hoop pine plantations
- Beerwah/ Beerburrum - early Forestry and exotic pine plantations
- Fraser Island - native hardwood forests
- Land Warfare Centre - Canungra - the military use of forests

Where possible, an attempt has been made to go beyond the secondary sources if at all possible. Archival work and oral interviews give, it is hoped, greater meaning and 'life' to these studies; in the process, perhaps the lives of those involved in the period of timber history will be better appreciated.

Key points are outlined at the beginning of each case study. Following each case study are three sections, namely:

- Cultural Heritage implications;
- Sites of potential National Estate significance associated with each town or settlement as identified during field work and as described in the CRA report National Estate: Historic Places (FAU, 1998a) and National Estate: Place documentation (FAU, 1998b); and
- Similar settlements.



5 0 5 10 Kilometers

A scale bar with alternating black and white segments, representing distances of 5, 0, 5, and 10 kilometers.

**Map 6
Nerang**

6. CASE STUDY NO 1 - NERANG - TRANSPORTATION OF TIMBER BY SEA

6.1 KEY POINTS

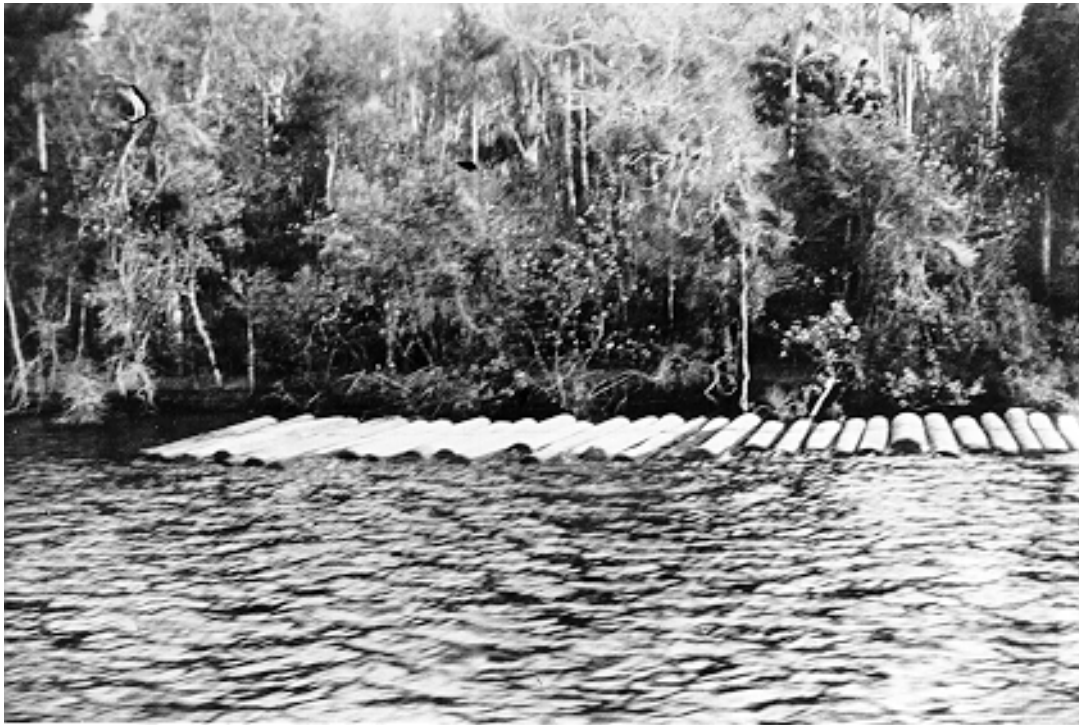
- Convicts and cedar cutters were the earliest non-Indigenous residents of what is now the Gold Coast.
- The settlement of Nerang grew up at the head of navigation, the point where logs floated from the upper reaches were rafted for shipment or floated up the Broadwater and into Moreton Bay.
- The protection of the Broadwater was the key to the early movement of timber north to Brisbane markets.
- All the coastal streams of the south coast, the Tweed, Tallebudgera, Currumbin and Nerang Rivers have nineteenth century histories that are difficult to disentangle, given the movement of timber getters and early settlers.

6.2 TRANSPORTATION OF TIMBER BY SEA - NERANG

Between Brisbane and the New South Wales border are a series of river systems rising in the mountainous Gold Coast hinterland and discharging into the Pacific Ocean, or into the sheltered waters of the Broadwater between the mainland and South Stradbroke Island.

The first requirement of timber getters was access to good stands of millable timber, and access to markets by way of economic transportation systems. In South East Queensland, as in other parts of the colony of New South Wales, the earliest movement of goods and people was by ship, whether on rivers or by sea. The mountainous country of the Lamington and MacPherson Ranges was rich in valuable timbers, but extracting it and transporting the timber to markets was never going to be easy. Inevitably, it was the lower reaches of the mountainous areas that first attracted cutters, and the streams that flowed out of these mountains provided the means by which logs could be transported.

The story of the early days of Nerang is a good case study of the changes to transportation as river and sea transport gave way to tracks and roads and ultimately rail. In all these modes of transport, the role of bullock and horse teams was critical in providing a link between the source of timber (or, indeed, other agricultural produce) and the point of loading (whether river, rafting ground or rail head) for transshipment to Brisbane's markets.



1. Rafting timber, Tweed River, no date.

(John Oxley Library)

Cedar cutters and convicts

The earliest European visitors to the rivers and coastal areas south of Brisbane were convict escapees heading south from the penal colony at Moreton Bay, and cedar cutters moving north from the rich timber regions of the Richmond and Clarence Rivers. Other travellers who knew the area were on ships: Henry Rous, for example, sailed in the Nerang area on the frigate *Rainbow* in 1828, collecting escapees from Logan's penal regime along the way.⁵⁶ The conditions at Moreton Bay under Captain Logan were such that numerous convicts absconded. So great were the numbers that a military post was established at Point Danger to intercept convicts heading south. The post only lasted for a year; conflict with the Aboriginal residents of the area led to its abandonment. It is uncertain how extensive the buildings were, but in 1831 the escaped convict Michael Walsh, on his recapture, reported that the post was still used by escapees, which suggests that some sort of shelter may have remained for some years after its abandonment.

In 1832 a further group of six escapees was returned to Moreton Bay by Chief Constable James Macintosh. He and eight other officers travelled by whale boat to the Boat Passage, landed at what is now Main Beach and walked south to Point Danger and across the Tweed. Ultimately they reached Port Macquarie and his report to the Colonial Secretary noted the huge stands of cedar on the banks of the Tweed.⁵⁷ Clearly the beach provided a relatively easy mode of transportation.

At the same time as convict escapees were fleeing southwards, the earliest convict cedar cutters began working in the region south of Brisbane, along the Albert and Logan Rivers and as far south as the Tweed. Initially exploiting timber close to the

⁵⁶ John Vader & Fred Lang, *The Gold Coast book, an illustrated history*, The Jacaranda Press, Brisbane, 1980, pp. 13,14 mentions a total of nine escapees, whereas Robert Longhurst, *Nerang Shire, a history to 1949*, The Albert Shire Council, 1994, p. 7 mentions only five.

⁵⁷ Longhurst, *Nerang Shire*, pp. 7,8. Macintosh's report is in the Archives Office of New South Wales John Oxley Library microfilm reel A2.7, frame 387 and contains his report to the Colonial Secretary, 29th November, 1832.

mouths of the rivers, they prepared rafts of logs for floating to Dunwich and Brisbane along the relatively enclosed waterways on the landward side of Stradbroke Island, the Broadwater.⁵⁸ The Sydney *Colonist* reported in 1835 that:

[convict cutters] were employed in cutting cedar for the public service. It was brought down in rafts to Dunwich, where it is cut up into planks and stored for use.⁵⁹

Vader and Lang consider it likely that many of the earliest timber buildings in Brisbane and Dunwich, dating to the late 1820s and early 1830s, were constructed of timbers from the south coast rivers.⁶⁰

It is difficult to determine with any degree of accuracy when the earliest non-convict cedar cutters moved into the area, or to determine where they settled. The cutters ranged widely, used short-lived camps and sawpits and seldom settled in other than transitory fashion. When Surveyor Dixon conducted his trigonometrical work on the coastal areas south of Brisbane in 1840 he encountered the *Letitia*, whose skipper Captain William Scott, a well-known cedar dealer, had crossed the bar and entered the Tweed river. The following year, cedar cutters were reported as squaring a cargo of 100,000 super feet for shipment to Sydney by the *Wanderer*. The Tweed soon became the base of operations for numerous cedar getters, although the problems of loading logs onto ships heading south was a difficulty. Without the sheltered waters provided by Stradbroke Island, and when markets to the south were the object of cedar dealers, shipping was the only solution. Timber cutters' camps were established along the Terranora Broadwater and logs were floated down the creeks flowing into it. The bar across the mouth of the Tweed is subject to silting, however, and on these occasions, loading of rafts of logs had to take place by 'surfing' the rafts to vessels at anchor off Duranbah Beach (present day Coolangatta).⁶¹

With the closure of the penal settlement at Moreton Bay and the ending of the fifty mile (eighty kilometre) prohibition on settlement in 1842, it could be expected that increased settlement would occur along the south coast, but for about 10 years little interest was shown in the area by squatting and pastoral interests. The cedar cutters of the south coast had a reputation as an isolated and often lawless group: few records survive of their activities. In general they appear to have been on reasonable terms with the Aboriginal occupants of the region. Timber cutting was perhaps less destructive of Aboriginal interests than agriculture, although reports of killings and reprisals do occur.⁶² Edmund Harper and William Duncan were reputedly conversant in the Bandjalung dialect and Harper's son was the product of a liaison with an Aboriginal woman.⁶³

Reports vary as to the exact date when Edmund Harper and William Duncan moved into the area north of the Tweed. Longhurst puts the date of Harper's arrival at 1845 (aged 19),⁶⁴ but Vader and Lang report that Harper himself claimed to have been on the Tweed at 1842 (aged 12 or 13).⁶⁵ Whatever the exact date, it is clear that by the mid 1840s, the area known as Harper's Wharf (situated on Little Tallebudgera Creek and now a part of the Nerang canal system) was the main rafting ground for assembling logs that had been felled in the upper reaches of the Nerang and sent down during summer rains. Both cedar and pine were being cut and assembled into rafts for the journey to Brisbane.⁶⁶ Transporting sawn timber was easier than transporting logs, and some time during the 1840s William Duncan began pit sawing at Harper's Wharf.⁶⁷ At around the same time, Jim Miller and James Beattie are reported to have set up a logging camp on the current site of Surfers Paradise, from where logs were loaded for transhipment to Brisbane.⁶⁸

⁵⁸ This is only possible for the Nerang River and rivers to the north. Tallebudgera Creek, Currumbin Creek and of course the Tweed River all disgorge directly into the sea. In these instances, rafting of timber through surf or loading directly onto vessels at anchor posed extra problems.

⁵⁹ quoted in Longhurst, *Nerang Shire*, p. 8.

⁶⁰ Vader & Lang, *The Gold Coast book*, pp. 13,14.

⁶¹ Longhurst, *Nerang Shire*, pp. 10-12.

⁶² See Harper's account of the Murdering Creek events of 1844 when two cedar cutters, Hughey and Collins were murdered and half the population of the Tweed went out on a reprisal expedition. Harold W Denning, *Tweed, valley of contrasts 1823-1973*, Tweed Shire Council, n.d., p. 12.

⁶³ Longhurst, *Nerang Shire*, p. 14 and Eve Keane, *Gold Coast, the story of the Gold Coast of Queensland and the hinterland*, Ozwald Zeigler Publications, Sydney, 1958, p. 25.

⁶⁴ Longhurst, *Nerang Shire*, p. 14.

⁶⁵ Vader & Lang, *The Gold Coast book*, p. 18. If, as Longhurst (*Nerang Shire*, p. 14) reports, Harper arrived with his mother and convict father as a baby in 1831, the report of Vader & Lang seems most likely.

⁶⁶ Longhurst, *Nerang Shire*, p. 14, Vader & Lang, *The Gold Coast book*, p. 18 and Keane, *Gold Coast*, p. 25.

⁶⁷ Vader & Lang, *The Gold Coast book*, p. 18 speak of Duncan's 'mill', but at this period they must mean a pit saw.

⁶⁸ Vader & Lang, *The Gold Coast book*, p. 21.

Transportation

During the 19th century, logs and sawn timber were transported in a range of different ways. Until William Pettigrew established a sawmill in Brisbane in 1853, all logs from the south coast were either sent south for milling or export, or pit sawn and used locally. Once sawmills became established in Brisbane, this became the key market for timber, and logs from the south coast were generally transported by water. A number of methods were used.

Timber cut in the hinterland was hauled to creek banks by bullock teams. The logs were branded as a form of identification and therefore ownership. When the floods came, it was hoped that floodwaters would take the logs down the streams and nearer the coast. This was not always a success, and Frank Nixon at Numinbah seems to have abandoned cedar cutting there because the upper reaches of the Nerang River were too narrow and the flood waters too small to make such transport efficient.⁶⁹ Les Yaun, from Numinbah, claimed that even before Nixon, the timber cutters Jim Beatty and 'Long Arthur' Binstead, who had brought 10 bullocks up the creek, had varied success with this method, and some logs were not swept away as planned:

some relics of their activities can still be found in old cedar stumps in this locality and a Turpentine tree from which they stripped bark for a galley still stands on the shoulder of the spur opposite the Pocket Bridge. The big flood at the time of the cyclone in February 1954 washed away a portion of a cedar tree cut by them which up to that time had lain only a few yards off the road at the bend below the site of the old Pocket Bridge.⁷⁰

On arrival at suitable rafting grounds, the logs were tied into makeshift rafts. Fortunately the softwoods that were being exploited in this early period readily float, unlike eucalypt hardwoods that were later cut. Harper's Wharf was one such rafting ground for timber from Tallebudgera; others include Boobigan for timber from Mudgeeraba, and Bingerabah for Nerang timber.⁷¹ These rafts of logs were then floated to Brisbane, sometimes with whole families travelling on them.⁷² Reports suggest that once unloaded, cutters purchased supplies and walked the return journey from Brisbane south, carrying the supplies on their backs.⁷³ Notable rafters were Bill Pashley, Tom McConnell, Charles Edwards and Richard Gardner, most of whom became local landholders; Richard Gardner became licensee of the Southport Hotel at the mouth of the Nerang River.⁷⁴

As noted above, south of the Nerang River, this procedure was more difficult in that there were no protected waters as provided by the Broadwater. Rafts of logs leaving the Tweed had to negotiate the bar, catch the inshore northern current, go over the Nerang bar on the next flood tide and then follow the bay northwards. If swept out to sea, the rafts risked being caught in the south-bound current.⁷⁵ Evidence of the procedure of loading vessels by 'surfing' the logs out to vessels for loading is attested by reports into the loss (in 1847) of the *Coolangatta*, a schooner of 88 tons that was loading 30,000 super feet of cedar near Point Danger when she dragged anchor and became stranded.⁷⁶

Increased settlement

⁶⁹ Pamela Hall, Donna Yaun & Noela Gilmont (comps.), *Numinbah Valley, a social and natural history 1840s-1988*, The Numinbah Valley Bicentennial Committee, Conejac Pty. Ltd., Tweed Heads, 1988, pp. 81,82.

⁷⁰ Some early history of Numinbah Valley, by Les Yaun, n.d., document held at Local Studies Centre, Southport, filed under Numinbah Valley (A).

⁷¹ Keane, *Gold Coast*, p. 25.

⁷² Numinbah Valley, by Hazel Holden, n.d., document held at Local Studies Centre, Southport, filed under Numinbah Valley (A).

⁷³ Handwritten note by District Forester, Brisbane on Memo to District Forester from Forest Ranger W.H. Brown, 24th June, 1966, on the subject of the history of Forestry and sawmilling at Southport (Reference JHK:JT) Forestry Archives 1/33.

⁷⁴ Keane, *Gold Coast*, p. 25.

⁷⁵ Hector Holthouse, *Illustrated History of the Gold Coast*, A.H. & A.W. Reed, Sydney, 1982, pp. 8,9 describes the procedure clearly. Note that in this period, the entrance to the Broadwater was further south than at present.

⁷⁶ Longhurst, *Nerang Shire*, p. 15. Longhurst's report of this is taken from the *Sydney Morning Herald*, 28 May 1847, p. 2.

During the 1850s, timber getters still probably constituted the greatest number of non-Indigenous residents, but this was gradually to change. Dick Wood and James Scott were working in the Terranora Creek area cutting cedar in 1853; the three Vievers brothers, David, Robert and John, were all timber getters based at Burleigh Heads; the Boyd brothers were also there.⁷⁷ Both Boyd wives and their young children drowned when the schooner *Ebernezzer* was wrecked at Point Danger in 1859.⁷⁸ Robert Veivers took up land at Nerang and built the first permanent home on the Nerang, a bark hut at Boobigan. In 1861 he brought his nineteen year old bride to live there and was welcomed by locals:

The few scattered timber-getters...of the locality foregathered at the signal for which they had been watching - smoke from the young couple's fire - and celebrated the event in true bush fashion. Among the guests were Dave Veivers, Jack Hunter, Bill Duncan, Little George (stockman for Ernest White of Coombabah), and a number of aboriginal (sic).⁷⁹

The fact that families were now joining their timber getting fathers and husbands is an indication of the growing permanence of settlement in the area.

Not all new arrivals were concerned with timber, however. In 1852, Alfred William Compigne of Nindooinbah Station on the Albert River had applied for leasehold on two properties, including much of the Tallebudgera Valley. He transferred the runs to his cousin William White seven months later. White's coastal runs had around 2,000 head of cattle three years later and was still in the process of being fenced. Timber was provided by local sawyers, who employed Kombumerri people to do much of the work. William's son, Ernest, managed the coastal runs from the head station at Coombabah and during the 1860s tendered for further runs from the Logan River to the border.⁸⁰

The most important development was, however, taking place in another continent. As early as 1859, the Manchester Cotton Supply Association in the United Kingdom had written to the Governor of New South Wales 1859 offering to find markets for any cotton produced in the colony. When the American Civil War broke out in 1861, cotton supply was interrupted and opportunities for Australian producers developed. In 1862 the *Queensland Gazette* noted that growers of cotton could obtain seed from Mr Hill at the Botanic Gardens.⁸¹ Settlers moved into the area in larger numbers, many attracted by the idea of growing cotton for this new market. Waterford, Bethania, Pimpama, Yatala, Eadleby (known as 'German Pocket'), Gramzow (or 'Carbrook') attracted settlers, as did the valleys of the Logan, Albert, Coburg (Caunungra), Coomera and Nerang.⁸² A plan of the Nerang River in the Parish of Gilston, dated 24th December, 1863, notes that along the south bank of the Nerang River, stretching across 'Boowaggan [Boobigan] Creek to Moorievah Creek, [the area was] in the name of the Manchester Cotton Company'.⁸³

The timber trade was changing, and timber getters everywhere along the coast were settling down. In 1865, timber getters Jim Beattie and Jim Miller took up 32 hectares on the dunes between the Nerang River and what is now Surfers Paradise and built a house and jetty. In the early 1870s, Dick Gardern, another cutter, selected an area on the west bank of the Nerang and built 'a modest bush inn, containing four bedrooms and a sitting room exclusive to those required for the licensee and his family'.⁸⁴ Mail lines opened to Logan River and Nerang Creek in 1866 and a post office opened on Nerang Creek a year later.⁸⁵ By 1871, Nerang had 39 inhabited houses with 138 males and 49 females; Mudgeeraba had 5 houses with 20 males and 13 females and although no houses were listed for Tallebudgera there were 21 males and 15 females recorded as living there.⁸⁶ In 1878 a regular boat run began between Nerang and Brisbane, and Dick Gardner, who had rafted logs in the 1850s, became the unofficial pilot of the Boat Passage.⁸⁷

⁷⁷ Holthouse, *Illustrated History of the Gold Coast*, p. 27, Longhurst, *Nerang Shire*, p. 21 and Keane, *Gold Coast*, p. 25.

⁷⁸ Longhurst, *Nerang Shire*, p. 22.

⁷⁹ Longhurst, *Nerang Shire*, p. 22 extract quoted from the *South Coast Bulletin*, 4th October, 1929, p. 1.

⁸⁰ Longhurst, *Nerang Shire*, pp. 16-19.

⁸¹ Keane, *Gold Coast*, p. 32.

⁸² Keane, *Gold Coast*, p. 30.

⁸³ Keane, *Gold Coast*, p. 31.

⁸⁴ Holthouse, *Illustrated History of the Gold Coast*, p. 25 & pp. 19,20.

⁸⁵ Keane, *Gold Coast*, p. 35.

⁸⁶ Vader & Lang, *The Gold Coast book*, p. 26.

⁸⁷ Holthouse, *Illustrated History of the Gold Coast*, p. 21.

The hinterland timber resources

Increasing settlement led to land clearing, but also to demands for timber for local uses. Pine logs continued to be cut along the Nerang River and rafted and hauled by bullock team. In 1875, Robert Tennant Johnston had bought land at what is now Nerang Street, Southport, and erected a steam-powered sawmill and joinery works, said to be the first business established in the area.⁸⁸ Gradually, however, cutters began to make their way further into the hinterland regions and the Upper Nerang and Upper Coomera; Numinbah and Canungra were areas increasingly exploited. In 1862 Hugh Mahoney and his son Thomas travelled to Canungra from Ipswich, and from 1864 until 1867 sent huge amounts of timber out of the Canungra area; he was contracted, for example, to supply Alfred Beasley, Manager of the Bank of Australasia at Ipswich with over 500,000 superfeet of cedar logs for shipment to Liverpool in England. His operations were substantial, involving the employment of two bullock teams and eight hired teams of cutters.⁸⁹ A mill opened at Pine Mountain in 1881⁹⁰ Mudgeeraba sawmill was operational when the Provisional School opened in 1877.⁹¹

As already noted, the Upper Nerang was not favourable for the floating of logs, and increasingly timber getters had to rely on bullocks and land transport. Tramways also came to play their part.⁹² In 1889, Nerang became a rail terminus. From this point onwards, rail and road transport completely replaced previous systems involving rivers and coastal shipping. Nerang still operated a number of mills, and there was another mill at Burleigh Heads and Mudgeeraba,⁹³ but increasingly it was the hinterland that dominated the timber industry, and the era of coastal transportation of timber ended. Nerang and the coastal areas moved, from the early days of the twentieth century, in a new direction and the story of its timber past receded.

6.3 CULTURAL HERITAGE IMPLICATIONS

- The impermanent nature of timber getters' settlements makes the chance of finding substantial material remains unlikely. This is compounded by the fact that many of these rivers in South East Queensland now support large cities and intensively populated settlements. Often the only reminder of the past will be in the names of places and streets, marking rafting grounds or the names of early settlers associated with the timber industry.
- The siting of cities and towns such as Nerang at the head of navigation is an indicator of the early modes of transportation employed for the movement of timber and other goods from the upper reaches of rivers and streams to points where loading onto vessels could occur.
- In the hinterland areas feeding to the river systems, stumps and fallen unused logs are likely to be the best evidence of early logging activities.

6.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

No places of potential National Estate value have been identified in association with the early settlement of Nerang. This is no doubt the result of the nature of the ephemeral evidence produced by transitory cedar cutters and the intense urban development of the area.

6.5 SIMILAR SETTLEMENTS

All the rivers had similar movement of timber getters - Nerang, Upper Currumbin, Albert and Logan, Brisbane, Pine, Maroochy and Noosa Rivers. Settlements associated with the movement of timber along waterways include Mill Point (Lake

⁸⁸ Memo to District Forester from Forest Ranger W.H. Brown, 24th June, 1966, on the subject of the history of Forestry and sawmilling at Southport (Reference JHK:JT) Forestry Archives 1/33. Johnston built the first house in the surveyed town of Southport.

⁸⁹ Keane, *Gold Coast*, p. 26.

⁹⁰ Kerr, *Sawmills and tramways*, p. 56.

⁹¹ Robyn Burrows, *Dairies and daydreams, the Mudgeeraba story*, Boolarong Publications, Brisbane, 1989, p. 61.

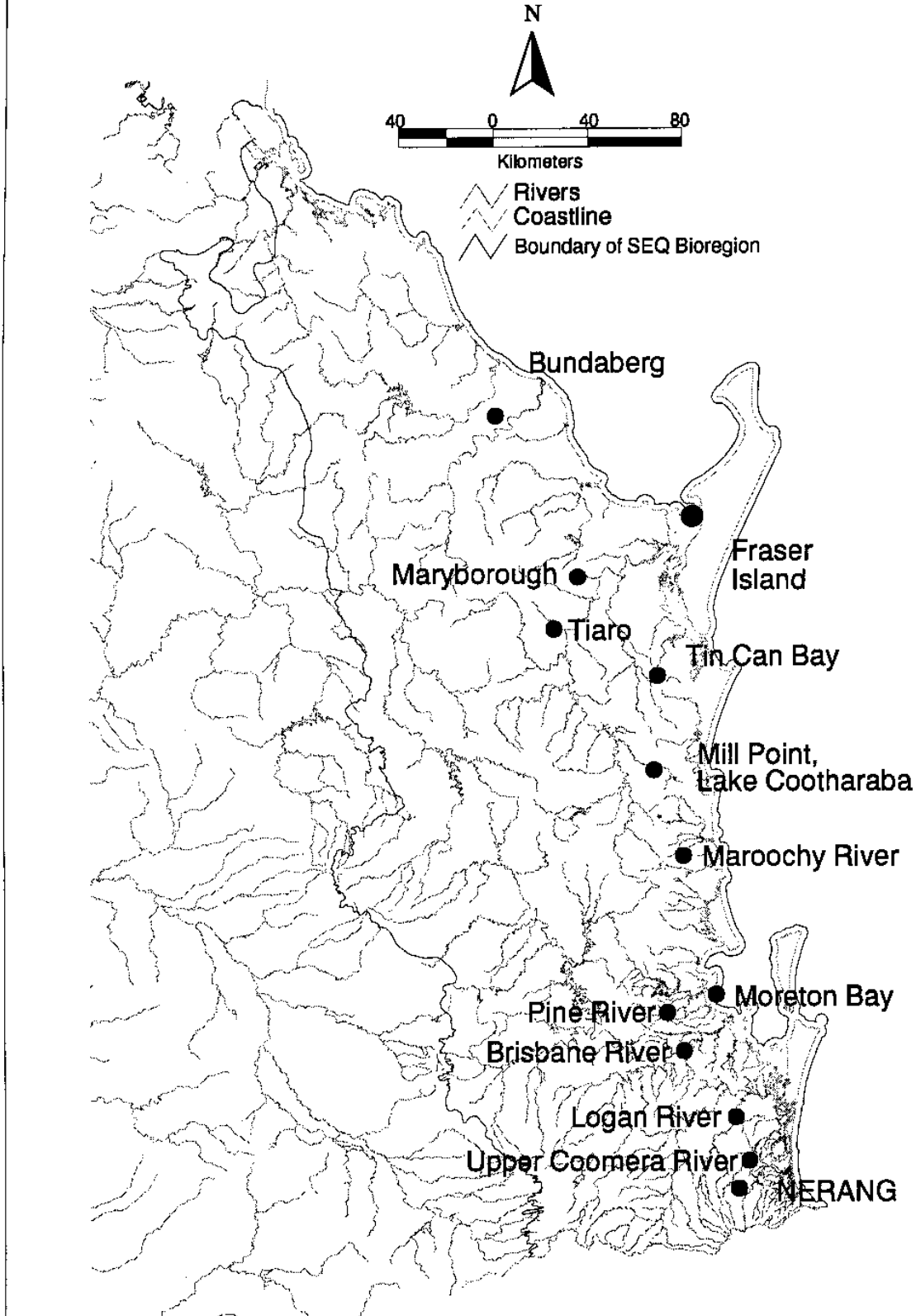
⁹² Lahey's tramway operated in Canungra from 1905 until 1924; a tramline operated at Neranwood in the 1920s; a tramway with timber rails is reported to have been used in the late 19th century to bring timber from the slopes of Pine Mountain to the mill. See Kerr, *Sawmills and tramways*, pp. 55-63 for details.

⁹³ see Kerr, *Sawmills and tramways*, pp. 55-58.

Cootharaba), Tiaro (Mary River), Maryborough (Mary River and Great Sandy Straits), Fraser Island, Tin Can Bay (Tin Can Bay Inlet) and Bundaberg.

Map 7

Settlements associated with major
river systems and watercourses of SEQ



6.6 BIBLIOGRAPHY - NERANG

Published

Burrows, Robyn, *Dairies and daydreams, the Mudgeeraba story*, Boolarong Publications, Brisbane, 1989.

Denning, Harold W., *Tweed, valley of contrasts 1823-1973*, Tweed Shire Council, n.d.

Hall, Pamela, Yaun, Donna & Gilmont, Noela (comps.), *Numinbah Valley, a social and natural history 1840s-1988*, The Numinbah Valley Bicentennial Committee, Conejac Pty. Ltd., Tweed Heads, 1988.

Holthouse, Hector, *Illustrated History of the Gold Coast*, A.H. & A.W. Reed, Sydney, 1982.

Keane, Eve, *Gold Coast, the story of the Gold Coast of Queensland and the hinterland*, Oswald Zeigler Publications, Sydney, 1958.

Longhurst, Robert, *Nerang Shire, a history to 1949*, The Albert Shire Council, 1994.

Rowling, Dene, *Mosquito Fleet days, a history of the cutters and steamers of the Albert and Logan rivers*, Dene Rowling, Buccan, 1996.

Vader, John & Lang, Fred, *The Gold Coast book, an illustrated history*, The Jacaranda Press, Brisbane, 1980.

Unpublished

Letter to Daryl O'Hara, Long Road, Eagle Heights, 12th July, 1966, from the Secretary, Department of Forestry (Reference 2A/LAM) Forestry Archives 1/33.

Memo to District Forester from Forest Ranger W.H.Brown, 24th June, 1966, on the subject of the history of Forestry and sawmilling at Southport (Reference JHK:JT) Forestry Archives 1/33.

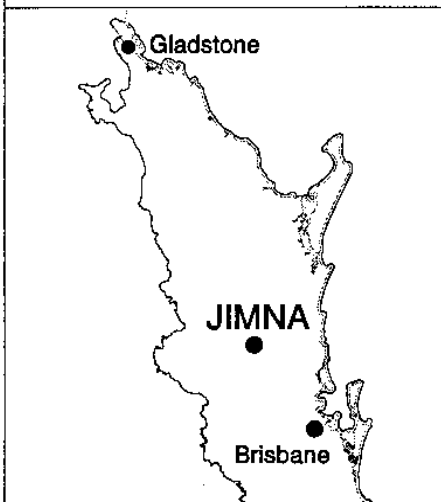
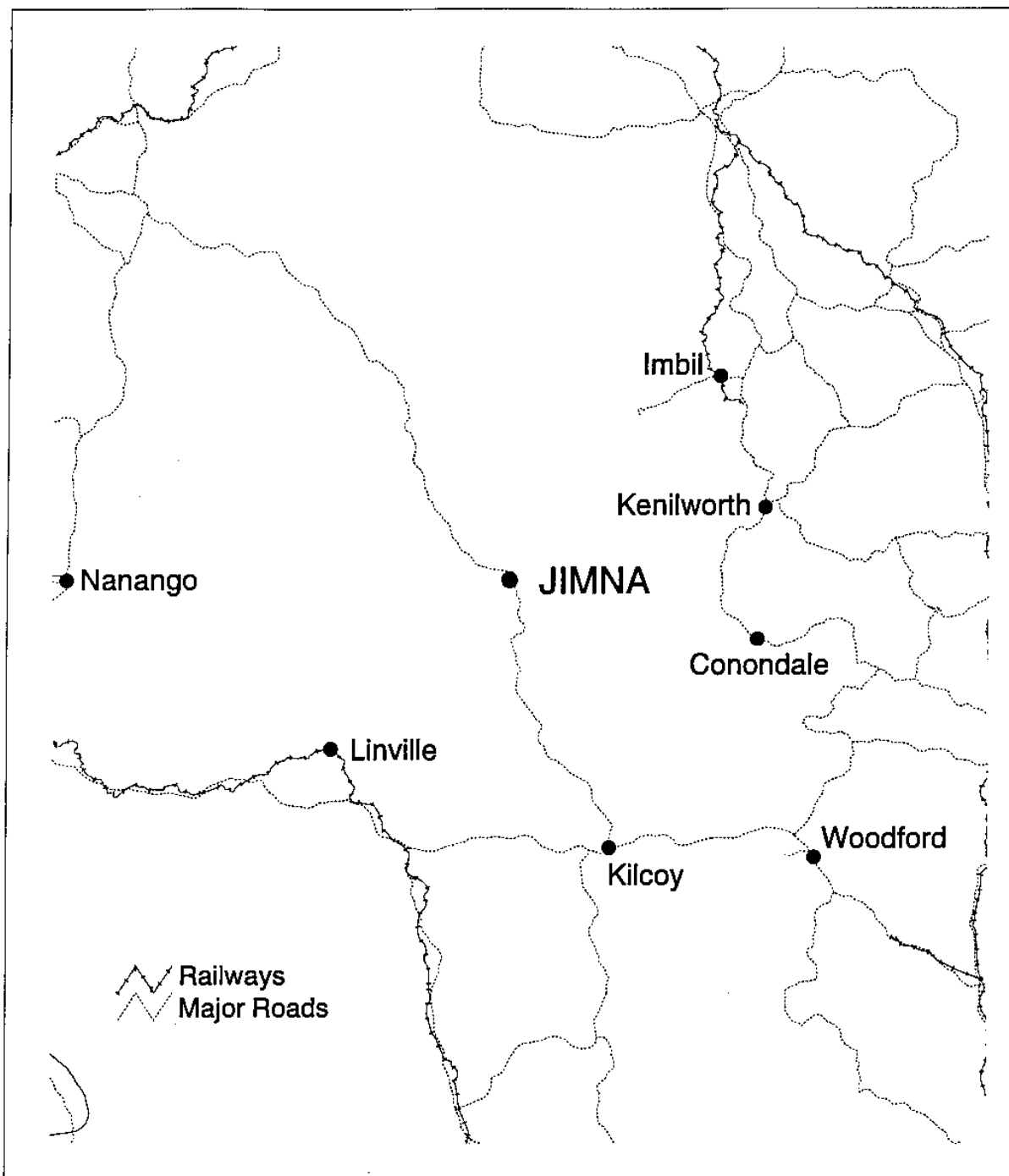
Numinbah's past history, by Nick Holden, Nerang, December, 1973, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Numinbah Valley, by Vince Jervis (?), n.d., forwarded from the CSW archives and donated by Donna Yaun, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Numinbah Valley, by Hazel Holden, n.d., document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Some early history of Numinbah Valley, by Les Yaun, n.d., document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Timber and Bullocky - O's, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).



10 0 10 20 Kilometers

A horizontal scale bar with alternating black and white segments, corresponding to the 10, 0, 10, and 20 kilometer markings.

Map 8
Jimna

7 CASE STUDY NO 2 - JIMNA - A SAWMILLING COMPANY TOWN

7.1 KEY POINTS

- Jimna is an example of a company town, a town reliant heavily on the presence of a single company.
- Although its history begins earlier, the highpoint of life at Jimna was from the 1920s until the 1950s, with many important developments during the 1930s (the school, the hall, the opening of the QCWA etc).
- Forestry operations are evident in the plantations and forestry buildings.
- Land in the town was owned by the sawmilling company, Hancock and Gore, then by Forestry and only freeholded in 1984.

7.2 A SAWMILLING COMPANY TOWN - JIMNA

The town of Jimna is situated on the Jimna Range north of Kilcoy and to the west of Kenilworth. The mountain range is an extension of the Conondale Range and includes steep and forested slopes that proved an early barrier to the easy movement by European pastoralists looking for grazing territory.

Early European history

As for most areas within South East Queensland, Jimna's European history begins as a pastoral one. In the 1850s, the Swanson brothers selected four runs (Yabba, Kinghume, Jimna and Coobecum) totalling 100 square miles.⁹⁴ Sheep brought by John Swanson from Coonabarabran in New South Wales were not a success and were replaced by cattle. Various changes to ownership occurred as a result of selections under the Crown's Lands Alienation Act of 1868, although the Swansons often used the act in order to select important parts of their original leases. By 1877, however, all of the Swansons' interests, covering 80 square miles, had been transferred to the Queensland National Bank. In 1915 Yabba Station became one of the holdings of the Queensland National Pastoral Company Ltd., formed in that year to manage stations held by the bank.⁹⁵

James Swanson continued to manage Yabba Station until 1882. This station was considered one of the most inaccessible in all of southern Queensland, access to it being via the steep and rugged Jimna Range. When a visiting minister, the Reverend Walter Thompson, asked directions in the 1880s, he was told:

⁹⁴ The name 'Yabba' is spelt Yabber in early documents and comes from the Aboriginal word for the Kurrajong, Yabber Yabber., L.J. Dwyer, 'A history of Jimna', 1966, manuscript held at the Landsborough Museum, p. 1.

⁹⁵ Dwyer, 'Jimna', pp. 1-5.

You see that hill over there? Well, cross the creek, go over the hill and follow the hill up, up, UP to B-----ry and look out sharp all the way to Yabba for a marked tree line.⁹⁶

In addition to an early pastoral history, Jimna took part in the 1860s mineral exploration boom that occurred in the Mary Valley. Various claims to the discovery have been made: either Swanson and his head stockman, Stevens⁹⁷, or a Polish prospector.⁹⁸ In either case, a gold field of 10 square miles was gazetted (on the site of the current Sunday Creek Environmental Education Centre) on 25th July, 1868⁹⁹ and the government outlaid £135 for the provision of a regular gold commissioner and mining court.¹⁰⁰ Up to 1,500 men were reported as working the diggings in 1868 but the rush did not last.¹⁰¹ Two nearby fields, Monorambie Creek and German Gully, attracted hundreds of miners, and small townships sprang up there. As gold supplies became depleted, many miners left for the Cape of Good Hope. A resurgence in the 1890s was the result of a change from alluvial to reef mining. The Gold Warden, Lionel Towner, reported in 1892 that the population of the Jimna fields numbered around sixty-six, including eighteen quartz and twenty alluvial miners, but that prospects were not good. Unemployed men who fossicked in the creeks and gullies, and who were known as ‘hatters’, seemed the most likely to remain.¹⁰²

By 1901, the Assistant Government Geologist, C.G.V. Johnson, reported:

The date of which Jimna (now Yabba) goldfield was first worked is somewhat obscure and very little reliable information can be obtained from the residents, but it appears to have been worked on and off for more than 30 years. The field was never highly productive except at first for alluvial gold, the alluvial drift having been worked for some miles along the course of both Sandy Creek and Jimna Creek.¹⁰³

Between 1897 and 1900, 432 tonnes of ore yielding 13.1 kgs of gold were mined from the Yabba fields, and the Sultana United Mine continued mining until 1948.¹⁰⁴

Timber resources and sawmills

The Jimna region is an area rich in timber. Rainforest timbers such as hoop pine and cedar were the early targets of timber millers and merchants, these softwoods being the easiest to cut and mill. Softwoods could also be floated and thus transported along river courses to coastal ports. Hardwood logs from the eucalypt forests were later exploited.

A number of sawmills have operated in the Jimna region,¹⁰⁵ at Louisavale, Monsildale and Foxlowe (Jimna). Hancock & Gore erected a mill at Monsildale on freehold land rented from James Horne. The mill operated there from 1912 until 1922¹⁰⁶ and a small township developed around the mill, including a store, butcher’s shop and provisional school. In 1922 the mill was moved, reputedly because the rental became excessive. The move was to ‘Foxlowe’ (now Jimna township) to a site inspected by the Land Ranger from Gympie, George Carter, and the Forest Ranger from Monsildale, Harry Woodrow. All the buildings, including sixteen houses, the shop, store and school, were pulled down, moved by bullock wagons, and re-erected at the new site. The Postal Department rejected the name ‘Foxlowe’ which seems to have been given to the area by George Byrne, who had selected land along Yabba Creek in 1878. The name of the nearby gold field was adopted and the new township of Jimna had arrived.¹⁰⁷

⁹⁶ Dwyer, ‘Jimna’, p.5.

⁹⁷ Historical notes on Kilcoy district (copy Department of Environment, Brisbane) Notes P. Walsh of Harlin 22nd January, 1959.

⁹⁸ Dwyer, ‘Jimna’, p.7.

⁹⁹ Dwyer, ‘Jimna’, p.7.

¹⁰⁰ Ian Pedley, *Winds of change: 100 years in Widgee Shire*, The Gympie Times, Gympie, 1979, p. 263.

¹⁰¹ Pedley, *Winds of change*, p. 263.

¹⁰² Dwyer, ‘Jimna’, pp. 7-8.

¹⁰³ cited, Dwyer, ‘Jimna’, p.7.

¹⁰⁴ Anon, ‘A brief history of the Jimna region’, Queensland Forest Service, n.d.

¹⁰⁵ for a complete list, see Kerr, *Sawmills and tramways*, pp. 94-95.

¹⁰⁶ Kerr, *Sawmills and tramways*, p.94.

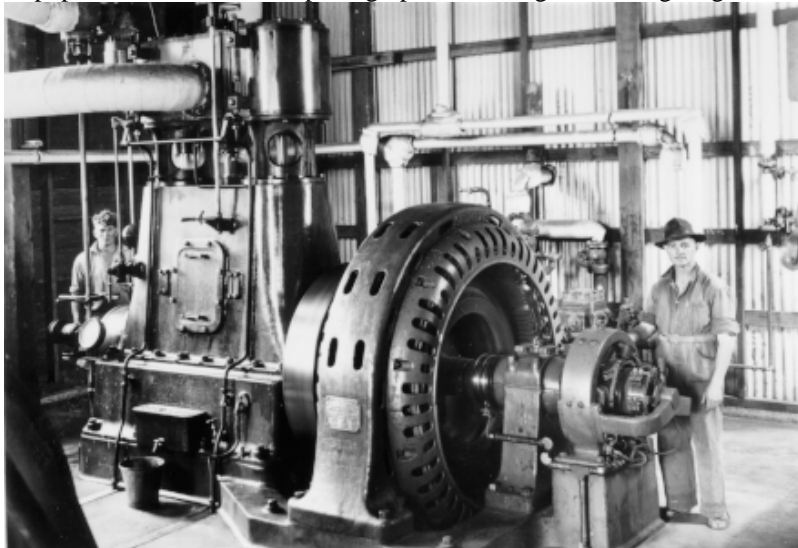
¹⁰⁷ Dwyer, ‘Jimna’, p.3 & 11; Kerr, *Sawmills and tramways*, pp. 94-95. The date of the name change is not certain. The school retained the name ‘Foxlowe’ until 1926 when it adopted the name ‘Jimna’. (Dwyer, ‘Jimna’, p. 15.)



2. House site remains, Monsildale sawmill complex, 22 November 1995.

(Department of Environment CS 4C/1/20)

The Jimna mill processed native hoop pine from 1922 until 1947 when it was destroyed by fire. A hardwood mill was added in 1943, but was destroyed by fire in the first year of operation.¹⁰⁸ The pine mill was re-built during 1947/8. Pumps were installed on the creek to bring water for the steam engines; in 1947/8 a power house was built and new pipe lines were installed to the creek.¹⁰⁹ The biggest pine log ever handled by the pine mill was cut in 1942 and yielded 3,450 super feet; in 1964 the largest hardwood log to go through the mill was a blackbutt log over 6 feet across the butt and yielding 4,400 super feet of sawn timber. All 50 pupils at the school were photographed standing on this huge log.¹¹⁰



3. Hancock and Gore power house, Jimna, 16 December 1952.

(DPI Forestry Library 1736 H)

¹⁰⁸ Kerr, Sawmills and tramways, pp 94,95.

¹⁰⁹ Dwyer, 'Jimna', p.12.

¹¹⁰ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984, p.23.



4. Remains of power house, Jimna, September 1997.

(Department of Environment)

Forestry at Jimna

The timber milled in the Jimna sawmill came from nearby State Forests. A cable and steam driven winch system helped to remove logs from the gorges in Pig Pocket.¹¹¹ Until 1935 only a single Forest Ranger looked after the Forestry interest in the Jimna area. As native timber supplies became heavily depleted, however, reforestation experiments occurred in various parts of the State.¹¹² In 1935 John Loweke arrived at Jimna as overseer and was responsible for establishing a nursery on the site of the present administration building.¹¹³ A hoop pine nursery was established at State Forest 137 Yabba and scrub clearing for the establishment of hoop pine plantations began in 1938 when 77.9 acres were planted.¹¹⁴

The first forestry workers camped in tents; a house was built for Forest Nursery Overseer, A. Gaffney in 1939 and permanent barracks for single men were constructed at their present site between 1947 and 1952.¹¹⁵ As in other forestry areas, displaced persons arrived to work on the plantations: they lived in tent rigs ('canvas flies stretched over two tents with board flooring and sides') at the site of what are now the forestry married quarters. These married quarters were built in 1957/8.¹¹⁶

The hoop pine plantations provided thinnings for the new pine mill established at Jimna in 1947/8. Hoop pine, unlike many Australian native trees, is destroyed by fire, and in the 1970s, Arthur Leis and his son built the tallest fire tower in Queensland at Jimna. It is 44 metres high and has 241 steps.¹¹⁷ A new administration building was erected for Forestry at Jimna in 1984.¹¹⁸

¹¹¹ Dwyer, 'Jimna', p.11. Until 1995, this winch trolley was in State Forest 207 Monsildale according to a Department of Forestry letter from District Forester at Murgon re the proposed Forestry Historical Museum at Gympie (ref 47/9 & 1/33 Forestry Archives, Salisbury).

¹¹² For details, see Powell, *People and Trees*, 1998.

¹¹³ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984.

¹¹⁴ John Huth, Forest Technician, Forest Research Institute, Gympie, personal communication November, 1997 and Dwyer, 'Jimna', p.14.

¹¹⁵ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984.

¹¹⁶ Dwyer, 'Jimna', p. 14.

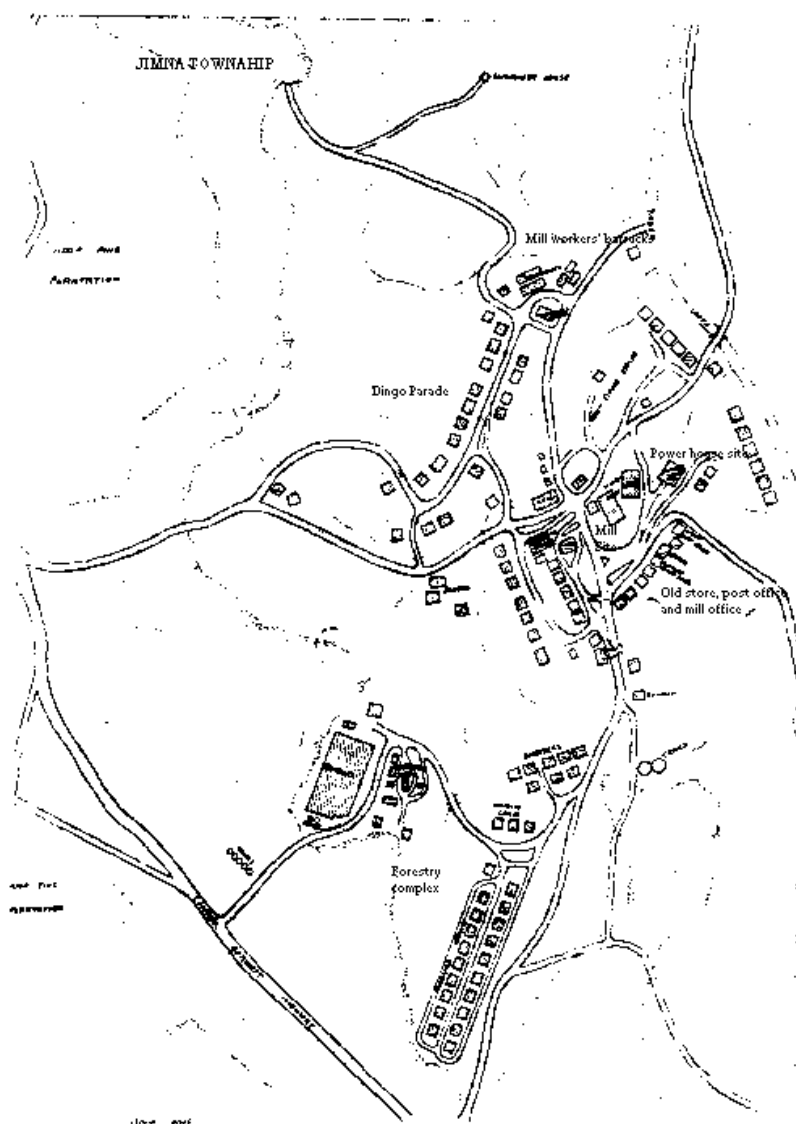
¹¹⁷ Dwyer, 'Jimna', p. 14.

¹¹⁸ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984, p. 21.

Town Life

Sawmills operated at Jimna from 1923 until the 1970s, using first pine and then hardwood from the State Forests in the area. Sawmills and Forestry were the sole reasons for the town's existence and determined not only employment but also the physical layout of the township (see Figure 3).

FIGURE 3 JIMNA TOWNSHIP



The township was established on Forestry land under an occupation lease. Hancock & Gore owned the buildings.¹¹⁹ The Forestry Department was responsible for the maintenance of roads, the provision of water and power.¹²⁰

¹¹⁹ Dave Wright, President, Jimna Hall Historical Association (Inc.), personal communication, December, 1997.

¹²⁰ 'Jimna at crossroads', *Near North Coast News*, Wednesday, October 19, 1980, p.1.

The layout of the township reflects the dominance of the company. Mill office, store and post office are part of the same building. The town surrounds the mill site on three sides. The mill workers' houses on what is now known as Dingo Parade run up the hill behind the site of the mill. The mill workers single men's quarters are at the end of the town, beyond the mill.



5. Store, post office and mill office (now a residence), Jimna, 29 November 1997.

(Department of Environment CS 4C/3/67)



6. Mill workers barracks, Jimna, September 1997.

(Department of Environment)

Mill managers held important social positions in the town and are remembered for their involvement in community activities. The first manager of the Hancock & Gore mill, Alfred Hine, was secretary of the school committee and the next manager Mr Tom Davies, and Mrs Davies, gave religious instruction in a local motor garage. Tom Davies and his wife served in the store.¹²¹ In 1924, Hancock & Gore constructed a single telephone line from Yabba to Jimna and in 1934 they donated the use of machinery when the Jimna Hall was being built. During the 1930s depression, the mill closed for three or four months

¹²¹ Dwyer, 'Jimna', pp. 17, 18.

but Henry Hancock gave families credit of £6 a month.¹²² In 1948 the company installed projection equipment so that weekly picture shows could be screened¹²³ and in 1958 they offered all necessary building timber and free electric power for the construction of the local Queensland Country Womens Association (QCWA) Hall at Jimna.¹²⁴ In 1965 the company installed a diesel driven pump for pumping water to homes for use in gardens.¹²⁵

Similarly, although the Forestry buildings were physically separate from the town, the Forestry Department played an important role in the life of the wider township. Like the mill managers, Forestry officials played an important role in the life of the town. Jim Loweke formed a Boy Scouts group in 1936 and arranged for the construction of a scout hall.¹²⁶

Many of the highlights of life in the Jimna township are those shared with other small rural townships throughout Queensland. In the 1920s, mail came from Kilcoy in a German wagon drawn by four horses; it left Kilcoy at 9am and arrived at Jimna at 5pm. The first motor truck in the area was a Leyland driven by Frank Burt senior and it arrived in Jimna in 1923. It is hugely ironic that it became bogged while climbing the Jimna Range and had to be pulled out by Phil Denman's bullock team! The first non-Indigenous children were born in the town in the same year; the telephone arrived a year later. The Jimna Hall opened in 1934, a branch of the QCWA began the same year, and electricity and street lighting arrived in 1935. During World War II Mrs N. Moody was the first and only female manager of the mill, and was appointed an official observer to report the movement of aircraft over Jimna.¹²⁷ During the war, the Brown and Broad mill at nearby Monsildale was sold to the United States Armed Forces, who dismantled it and shipped it to New Guinea.¹²⁸



7. Jimna Township - houses along the creek 1936.

(DPI Forestry Library)

¹²² Dwyer, 'Jimna', p.16.

¹²³ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984, p.29.

¹²⁴ Dwyer, 'Jimna', pp 16,17.

¹²⁵ Dwyer, 'Jimna', p.12.

¹²⁶ Dwyer, 'Jimna', p.17.

¹²⁷ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984, p. 29.

¹²⁸ Kerr, Sawmills and tramways, p.95.



8. Jimna sawmill staff, no date.

(DPI Forestry Library H 4969A)

School

The Monsildale Provisional School came into existence in 1913, moved to Foxlowe in 1922 and in 1924 average attendance was 36.5 students. Although this should have qualified the school as a State School, the precarious nature of the township, dependent entirely on timber, meant that the Education Department was only prepared to grant a subsidy toward the cost of essential buildings.¹²⁹ In 1933 the timber firm Hancock & Gore, which owned all the houses in Jimna, agreed to provide married teacher accommodation. They lined and ceiled one of their houses, provided a tank, but refused to paint it as no other house in the town was painted. By 1933, with an enrolment of 53, the government agreed to re-build the school as a State School.¹³⁰ The school planted exotic pines along the school fences in 1937/8, established a Forestry plot at the school, celebrated Arbor Days and, not surprisingly, commenced a school paper called the 'Pine-tree Herald'.¹³¹ The school is still operating in 1997.

Jimna in the 1990s

In the mid 1970s, Hancock & Gore closed their Jimna mill as it was by then more economical to transport logs to mills on the coast.

The end of sawmilling in the mid 1970s saw a rapid decline in the town's population and vitality. The butcher's and baker's shop and post office all closed. The store keeper, Eric Irvine, was murdered in 1972 and the store closed. There were moves

¹²⁹ Dwyer, 'Jimna', p.21.

¹³⁰ Dwyer, 'Jimna', p.22.

¹³¹ Dwyer, 'Jimna', p.26.

to cut off the power supply.¹³² Where houses were occupied, the Forestry Department offered to transfer the occupation leases to the occupants. Unoccupied houses were demolished or burned and almost half the buildings in the town disappeared.¹³³

In 1984 the Forestry Department offered to freehold property and most residents purchased their properties.¹³⁴ In 1983 the old saw doctor's shed was re-opened as a store, in 1984 the Jimna Progress and Historical Association was formed and in the same year, the Forestry Department opened a new administration building.¹³⁵ The nearby Conondale National Park, Peach Trees State Forest Park, and the Sunday Creek Field Study Centre are all recreational and educational facilities within easy reach of Jimna. In the past, Jimna lived and breathed as a mill and forestry town. Whether it can move into the new world of tourism remains to be seen.



9. Dingo Parade, Jimna, September 1997.

(Department of Environment)

7.3 CULTURAL HERITAGE IMPLICATIONS

- Jimna's physical layout is distinctive of a mill (company) town (See Figure 3). The site of the mill is at the central point of the town, the mill worker's cottages are on one side and the mill office and town commercial and administrative centre (original store and post office) are on the other side.
- The mill workers' cottages remain relatively unchanged. Many are still unpainted and have not been extensively renovated or enlarged. The 'streetscape' of Dingo Parade provides a clue as to the original appearance of the houses evident only from lines of house stumps at sites such as Elgin Vale.
-

7.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report.

- Jimna Township (including the sawmill site, tramway and Jimna township)
- Jimna Fire Tower (constructed 1977)
- Sunday Creek complex (including the environmental education centre and Jimna gold diggings)

¹³² Williams, Mark, 'Isolated timber town has a happy recovery', n.d. (contact Dave Wright).

¹³³ Dave Wright, Jimna Hall Historical Association (Inc.), personal communication, December, 1997.

¹³⁴ 'Jimna at crossroads', *Near North Coast News*, Wednesday, October 19, 1980, p.1.

¹³⁵ 'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984, p.15.

7.5 SIMILAR SAWMILLING TOWNSHIPS

Similar sawmilling townships that are now abandoned include:

- Elgin Vale
- Wengenville
- Manumbar
- Campbellville
- Mill Point, Lake Cootharaba

Similar sawmilling townships that continue to rely exclusively on sawmilling:

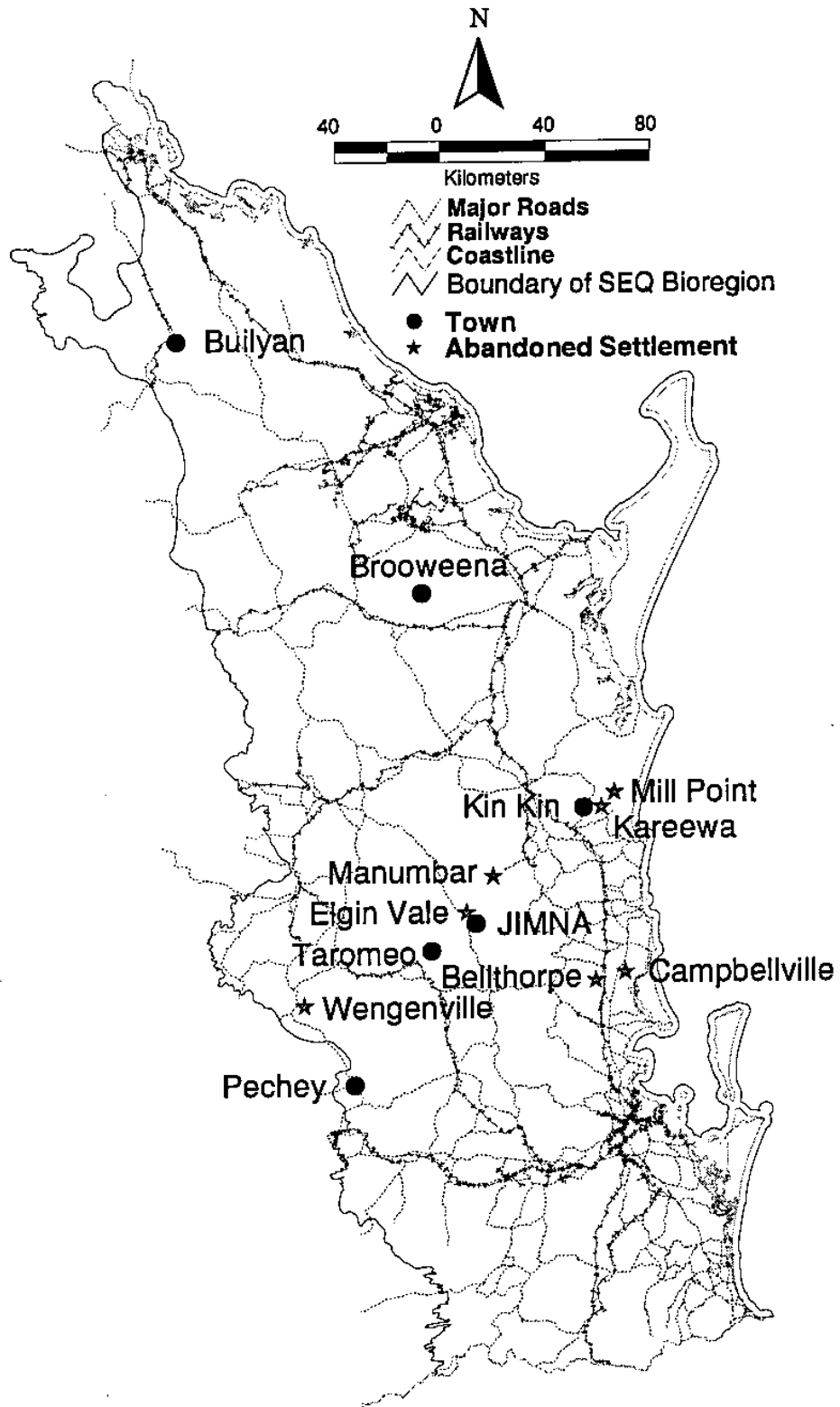
- Builyan
- Brooweena

Similar sawmilling townships that have partially or substantially changed their nature:

- **Kin Kin** (current sawmill is only part of the basis of the town)
- **Taromeo** (no real settlement around current sawmill - Blackbutt is the closest settlement)

Map 9

Settlements built around sawmills in SEQ



7.6 BIBLIOGRAPHY - JIMNA

Unpublished material

Historical notes on Kilcoy district (copy Department of Environment, Brisbane) Notes P. Walsh of Harlin 22nd January, 1959.

Letter from District Forester at Murgon re the proposed Forestry Historical Museum at Gympie (ref 47/9 & 1/33 Forestry Archives, Salisbury).

Powell, Judith, People and Trees - a thematic history of south east Queensland with particular reference to forested areas, 1823-1997, Queensland Department of the Environment and Environment Australia, 1998.

Published material

Anon., 'A brief history of the Jimna region', Queensland Forest Service, n.d.

Anon, 'Jimna and Sunday Creek', Queensland Forest Service, Visitor Information J1, April, 1993.

Dwyer, L.J., 'A history of Jimna', 1966. (Landsborough Historical Museum).

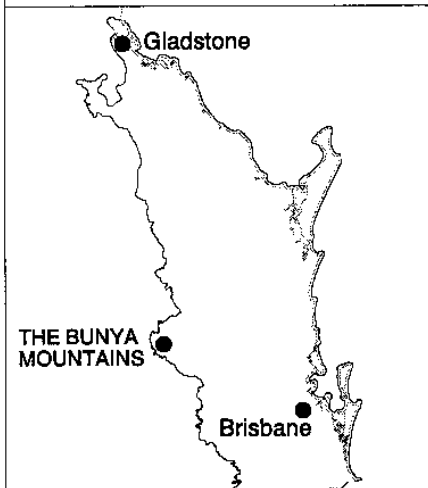
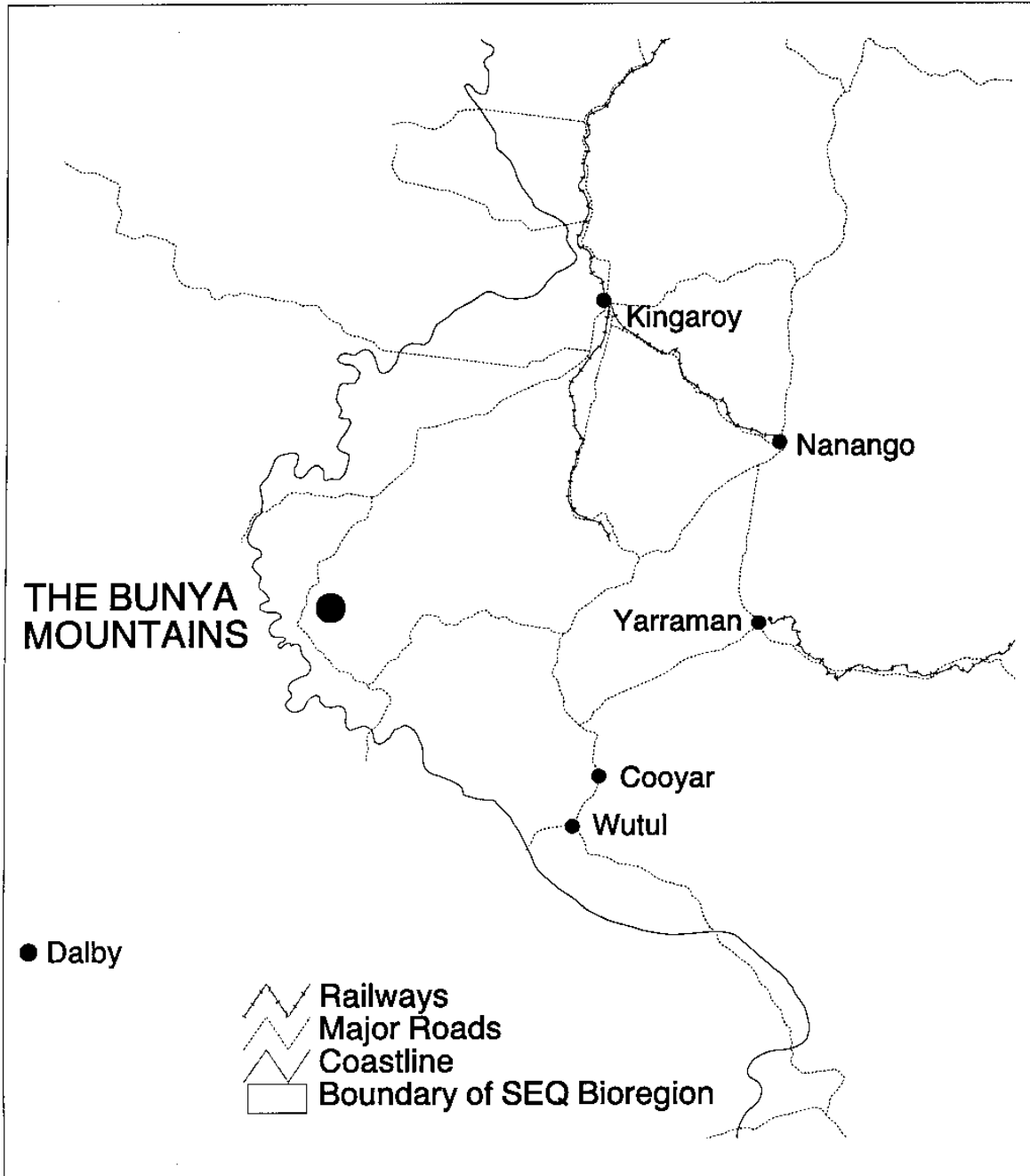
Kerr, John, Forest industries heritage places study: sawmills and tramways, Queensland Department of Environment, Final Draft, 1997.

'Jimna at crossroads', *Near North Coast News*, Wednesday, October 19, 1980, p.1.

'Jimna and District tourist guide and souvenir booklet', Jimna Progress & Historical Association, July, 1984.

Murphy, J.E. & Easton, E.W., *Wilderness to wealth: being the history of the shires of Nanango, Kingaroy, Wondai, Murgon, Kilkivan and the upper Yarraman portion of Rosalie shire*. 1950.

Williams, Mark, 'Isolated timber town has a happy recovery', n.d.



10 0 10 20 Kilometers

Map 10
The Bunya Mountains

8 CASE STUDY 3- THE BUNYA MOUNTAINS

8.1 KEY POINTS

- The factors that influenced early conservationists in their pressure for the reservation of the Bunya Mountains included its climate and elevation (health or ‘sanitation’ issues), its proximity to Brisbane (making it useful as a resort), its distinctive flora and fauna and scientific value (the latter being early 20th century concerns).
- Once the area became more widely publicised, pressure mounted for improved access to the mountains. This brought with it some unforeseen problems as a result of increasing visitation. (A comparable situation can be observed in the case of Fraser Island).

8.2 A STUDY OF EARLY CONSERVATION GROUPS - THE BUNYA MOUNTAINS

The Bunya Mountains are situated at the extreme western edge of the boundary for the South East Queensland biogeographic region. They are approached from the west, via Dalby, or the north east, from Kingaroy. Steep slopes to west and east made access difficult, whether by travellers or early timber getters.

The Indigenous history of this region is not the subject of this report, but is of great interest in its own right. Indigenous people travelled distances as great as 250 kilometres to the Bunya Mountains and the Blackall Range every three years (and possibly more often) for a series of religious, social and economic activities. Local tribes sent messengers to invite groups of people from distant and neighbouring tribes. Such gatherings were not unique to these two areas, but are the most thoroughly documented. Clearly they were a significant feature of Aboriginal social organisation in South East Queensland.¹³⁶

¹³⁶ For a detailed discussion of the Bunya gatherings, see Hilary Sullivan, Aboriginal gatherings in South East Queensland, unpublished B.A. Honours thesis, Department of Prehistory and Anthropology, Australian National University, September, 1977 Table 8 gives the distances travelled. Note that for a long time the Blackall Range was called the Bunya Mountains, causing some confusion. Sullivan, Aboriginal gatherings, p. 14.

There is no shortage of literature on the natural history of the Bunya mountains, and the documentation on the early timber history is fairly good.¹³⁷ Although much of the early history of non-Indigenous occupation and exploitation of the Bunya Mountains is associated with the timber industry and is, therefore, entirely at odds with Indigenous use, there have always been non-Indigenous people for whom the Mountains were a place with special value. They saw the area as a place for recreation, for pleasure, for preservation of natural values, and as an area where one's health revived in peaceful and pristine conditions.

It is this history of the Bunya Mountains, the conservation and recreation history of the area, that is the subject of this section. Four separate but related aspects will be covered: the role of visitors and important individuals; the changing views on conservation espoused by these and other advocates; the history of the land ownership and gazettal of the area; and the history of, and attitude to, access routes to the mountains.

19th century visitors to, and advocates for, the Bunya Mountains

It is not easy to uncover the earliest visits to the Bunya Mountains area by non-Indigenous people. Clearly the escaped convict Bracewell (Wandi) must have attended the Bunya Festivals during his period from 1825 to 1942 with the people of Huon Mundy's tribe.¹³⁸ We also know that Tom Petrie accompanied Aboriginal groups to the Bunya Festival, although this was in the Blackall Ranges and not the Bunya Mountains.¹³⁹ In part as a result of this visit and in recognition of the special relationship that Aborigines had with the Bunya tree (*Araucaria bidwillii*¹⁴⁰), Governor Gipps passed his decree in 1842 which forbade the cutting of bunya pines. The revocation of this was, however, one of the first actions of the newly separated colony of Queensland in 1860.

In the 1840s, squatters had occupied much of the Darling Downs and the south-western slopes of the Bunya Mountains. Pastoralists passed through the area and timber getters investigated it. Leichhardt certainly saw the mountains on his westward journeys across the Darling Downs.¹⁴¹

In 1854, the German musician Herman Lau arrived in Australia and the following year Bill Burton arrived in Moreton Bay. They met and travelled inland, arriving at the Bunya Mountains in 1856. Between 1856 and 1888, Lau travelled between Cunningham's Gap and the Bunya Mountains and kept detailed ornithological notes. His unpublished manuscript was known to A.J. Campbell, author of *Nest and Eggs of Australian Birds* (1899).¹⁴²

Aside from Lau and timber getters, various camping trips are known to have taken place during the 1860s and in particular, the Hon. J.P. Bell's camping ground is known.¹⁴³ Bell, who was to select Portion 1 (1,600 acres or 647.5 hectares) in 1881 and who, with his sons and 'dummies', held all the land from the Dalby side of Squaretop and including the Bunyas, was Secretary of Public Lands (1866-1870), and Colonial Treasurer (1864-1866 and 1871-1874). As such he is one of the key individuals in the history of the Bunya Mountains. His son, J.T. Bell, was also influential.¹⁴⁴

In 1880, Charles Darwin suggested to botanical artist, Marianne North, that she visit Australia. Acting Governor, J.P. Bell suggested she visit Jimbour and from there she visited the Bunya Mountains on horseback. There she described and painted

¹³⁷ See, for example, books and articles cited in the Bibliography.

¹³⁸ H.E. Young, 'The romance of the bunya tree', *The Queensland Naturalist*, 11 (1), January, 1939, p. 5.

¹³⁹ Constance Campbell Petrie, *Tom Petrie's reminiscences of early Queensland*, University of Queensland Press, St Lucia, 1992 (first published 1904), p. 11ff. and Sullivan, Aboriginal gatherings, p. 19.

¹⁴⁰ Named by Andrew Petrie in 1838, but re-classified by the Kew Gardens botanist Robert Hooker in 1839. The tree was brought to Kew Gardens by the government botanist, John Bidwill, hence the name. Ray Humphrys, *Bonyi-Bonyi: life and legends of the Bunya mountains*. 1992, p. 13.

¹⁴¹ For a summary of early non-indigenous visitors, see J. Keith Jarrott, *History of the Bunya Mountains National Park*, The National Parks Association of Queensland (Inc.), 1995, pp. 5-6.

¹⁴² Jarrott, *Bunya Mountains*, p. 6 & Humphrys, *Bonyi-Bonyi*, pp. 30-33.

¹⁴³ Humphrys, *Bonyi-Bonyi*, p. 45.

¹⁴⁴ Olsson, J.L. (comp.), 'The Bunya Mountains', 1953, pp. 10-11 speaks of 'dummy' land ownership. See also Jarrott, *Bunya Mountains*, p.9. J.T. Bell was Secretary of Public Lands (1903-1907), Secretary of Public Lands and Railways in 1907, and again Secretary of Public Lands in 1907 and 1908.

the bunya trees with which she was already familiar from Kew Gardens.¹⁴⁵ In the same year, the Duke of Manchester may also have visited the Bunyas.¹⁴⁶

Further artistic records were made of the Bunyas by Toowoomba photographer James Bain in 1892 and by Cornelius Moynihan in 1896. Moynihan read a paper on his visit at the Woolloowin Guild Hall and his poem 'The gathering of the clans' was published by Gordon & Gotch in 1901.¹⁴⁷ His romantic view of both past and present is clearly evident in his comment that:

Due in great measure to the partial isolation of the district, the white pioneers of the Bunyas, and their descendants, who have replaced the native tribes, form quite a distinct little community among themselves. Theirs may be described in many respects as an ideal state. At the Bunyas the problem of 'Socialism in Our Time', to a certain extent has been solved. Mutual help and cooperation are watchwords of the residents.¹⁴⁸

Despite the difficulties of travel, important visitors continued to arrive. In 1897 the Governor, Lord Lamington, visited and called for the range to be reserved for recreation purposes. The writer George Essex Evans was a visitor during the 1890s and described the landscapes in 'Garden of Australia' in 1899.¹⁴⁹



10. Early residence, Bunya Mountains, September 1997.

(Department of Environment)

Ideas of 'conservation'

Nineteenth century visitors to the Bunya Mountains publicized their natural and aesthetic values. They also, very often, expressed concerns about their future use. It is interesting to see how such attitudes toward conservation and preservation change over time. During the nineteenth century, attitudes generally reflect a concern for health and recreation issues. The idea that the Bunya Mountains could serve as a sanatorium is an example of this. In 1882 the *Darling Downs Gazette* considered that:

the Bunya Mountains were destined to be reserved for a sanatorium as well as a timber reserve and probably to protect the bunya nuts as a food source for the aborigines.¹⁵⁰

¹⁴⁵ Jarrott, *Bunya Mountains*, pp. 7-8 & Humphrys, *Bonyi-Bonyi*, p. 56.

¹⁴⁶ Jarrott, *Bunya Mountains*, p. 13.

¹⁴⁷ Jarrott, *Bunya Mountains*, pp. 12-13.

¹⁴⁸ cited in Olsson, 'The Bunya Mountain', p.89.

¹⁴⁹ Jarrott, *Bunya Mountains*, p. 13.

The photographer Bain also had questions of health and recreation in mind when he commented in 1892 that:

Within easy distance of the metropolis, possessing a climate unequalled in Queensland it (the Bunya Mountains) cannot fail to become a favourite resort when better known.¹⁵¹

The cooler climates associated with elevation were typically favoured as health resorts by English settlers throughout the Empire, and the Bunya Mountains fits this pattern.

Gazettal history (1842-1908)

As noted above, early attempts to restrict the exploitation of the bunya pine were short lived, although excessive exploitation of a number of species led the Lands Department once again to forbid the cutting of certain trees in 1877. One of these was the bunya pine.¹⁵²

In 1877 the Queensland Government reserved 30,000 acres (12,140.8 hectares) in the Bunya Mountains, although Section 441 and Section 462 remained in private hands as did Portion 1.¹⁵³ Pressure for a more secure reservation continued and in 1903, L.G. Board, Inspector of Forests, and Forest Inspector Gilbert Burnett, were directed by the Minister for Lands to undertake an inspection of the area. Their reports commented on scenery ('it would only require a small outlay in clearing lines here and there to the edges of the range to give visitors extensive views from all parts of the reserve'), timber ('evidence is not wanting that a large quantity of cedar has been removed from this reserve, but that remaining appears to be stunted and faulty, and of little value'), the climate and road access.

Inspector of Forests, L.G. Board recommended that 'the Bunya Mountains should be permanently set apart as a reserve for National Park'. He also suggested that some less suitable land on the Darling Downs side should be opened for selection, that the road through freehold portions 462 and 444 be proclaimed, and that when funds were available, Portion 444 be purchased from The Queensland Investment and Land Mortgage Company, Ltd., 'or at least that part of it upon which Mt. Mowbullian is situated'.¹⁵⁴

In 1908, 22,500 acres (9,303 hectares) were declared National Park. Pressure continued, however, for the extension of the park. The Bell Progress Association, founded in 1909, called for the acquisition of Portion 444 and its inclusion in the National Park; in 1913, articles in *The Queenslander* by the Reverend Smith also called for the repurchase of the Mowbullian block. Offers to exchange National Park land for parts of Mount Mowbullian were rejected and funds for outright acquisition were not forthcoming.¹⁵⁵ In 1913, Mt Mowbullian township was surveyed and offered for sale.¹⁵⁶ The street names chosen are instructive: besides the obvious 'bunya', two Ministers for Lands are remembered (Bell, Tolmie), as is the manager (Ensor) and caretaker (Sheedy) and owner (Grimley) of the Bunya Sawmill.¹⁵⁷

¹⁵⁰ cited in Jarrott, *Bunya Mountains*, p. 2.

¹⁵¹ cited in Jarrott, *Bunya Mountains*, p. 12.

¹⁵² Powell, *People and Trees*, p. 22.

¹⁵³ Jarrott, *Bunya Mountains*, pp. 2 & 8.

¹⁵⁴ see Jarrott, *Bunya Mountains*, pp. 15-18.

¹⁵⁵ Jarrott, *Bunya Mountains*, pp 23-29.

¹⁵⁶ Humphrys, *Bonyi-Bonyi*, p. 95.

¹⁵⁷ Olsson, 'The Bunya Mountains' gives the street names, p.13.



11. Old National Park Office, formerly Mowbullen Provisional School, Bunya Mountains.

(Department of Environment 8B/20)

Changing attitudes towards conservation

A widely reported excursion of the Royal Australasian Ornithologists Society occurred in 1919. Fifty members from around Australia travelled to Dalby by train; the Premier T.J. Ryan gave them free passes for the trip.¹⁵⁸ They clambered to the top of the mountains and recorded fauna and flora. Chisholm's report on the visit noted with astonishment that:

while there is a National Park of 13,540 acres on the Bunya Range, the chief-vantage point, Mowbullen itself, has been alienated.¹⁵⁹

A resolution was passed, calling for the reservation of the whole mountain. Although one of the reasons given for the reservation of the Bunya Mountains was 'their supreme value as a health resort for south-western Queensland', most of the reasons reflect a new approach to conservation, one that markedly differed from that espoused in the nineteenth century. These reasons were predominantly scientific and included:

- the role of the mountains in rainfall;
- their role as a feeder of the artesian basins of the interior;
- their value as a forest asset; and
- their scientific interest because of the abundance of flora and fauna.¹⁶⁰

The articulation of these concerns and the publication of a series of scientific papers on the results of this visit¹⁶¹ raised the conservation profile of the Bunya Mountains and, it could be argued, of National Parks and conservation in general.

¹⁵⁸ Anon., 'The great National Parks movement in Queensland. Alec Chisholm delivers The Romeo Watkins Lahey Memorial Lecture', *Journal of the Royal Historical Society of Queensland*, Vol. 9, No. 3, 1971-2, pp 204-215 & A.H Chisholm, 'The Bunya range excursion', *The Emu*, Vol XIX, 1st January, 1920, p. 203.

¹⁵⁹ Chisholm 'Bunya excursion', p. 209.

¹⁶⁰ Chisholm, 'Bunya excursion', p. 210.

¹⁶¹ see Bibliography.

Access to the mountains

Apart from tentative but ineffectual moves for a railway connection in 1883¹⁶², access to the mountains was primarily by horseback, using the road built by cedar getters to Horse Gully and then via snigging tracks to Mt Mowbullen.¹⁶³ The Bell Progress Association supported the construction of a road and a number of surveys were undertaken. During a visit in 1913, the Minister for Lands, J. Tolmie, noted that:

the scenery could not run away or be taken away and if the people were given free access to the view it might be sufficient.¹⁶⁴

No thought was being given, at this stage, to the effect on the mountains of increasing numbers of visitors and the attitude expressed by the Minister accurately reflects the prevalent recreational view of National Parks, as well as the fascination with motorised (and essentially passive or sedentary) travel.

Money, impetus and labour came together in 1919 and the construction of the Soldiers' Road began. The Queensland Government gave money to the Wambo Shire Council and the Dalby Town Council, and between twenty-five and thirty returned soldiers were employed on construction. A Dalby tailor and town councillor, Peter Garrow, was made chairman of the Bunya Mountains Road Committee and led a deputation to the Minister in 1920. The road, from Dalby to Point Garrow, was completed in 1921 and opened by the Minister for Lands, Harry L. Coyne.¹⁶⁵ Mt Mowbullen was finally reached in 1927, with the financial help of the government and Bunya Mountains Road Committee. It was opened by M.L.A. W.A. Russell who used the occasion to make a gift to the people of Wambo Shire of 1,100 acres (445 hectares) adjacent to the National Park (known as Russell Park).¹⁶⁶

The Soldiers' Road approached the Bunya Mountains from the west and in 1927, following the lead of Dalby people, the Bunya Mountains Road Club (Kumbia) was formed to pressure for access to the mountains from the east. Their road was finally completed in 1931 and the two roads were joined.¹⁶⁷

¹⁶² Jarrott, *Bunya Mountains*, p. 10.

¹⁶³ Olsson, 'The Bunya Mountain', p. 30.

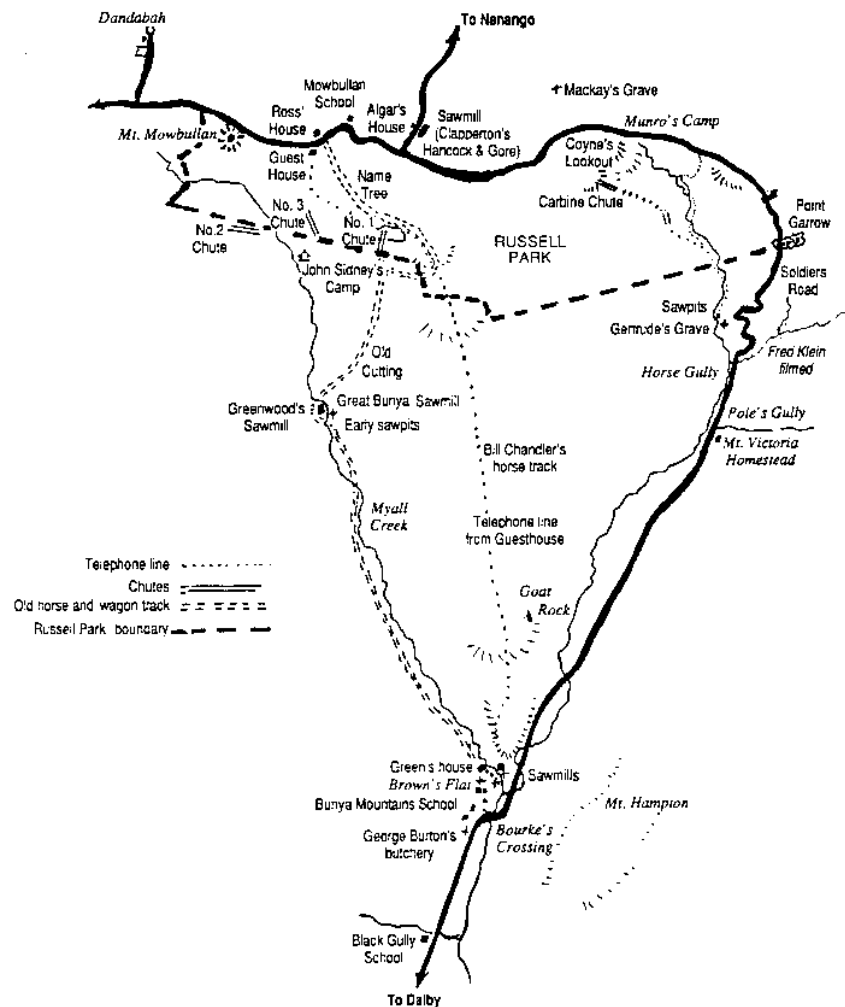
¹⁶⁴ cited in Jarrott, *Bunya Mountains*, p. 25.

¹⁶⁵ see Jarrott, *Bunya Mountains*, pp. 33-35 and Humphrys, *Bonyi-Bonyi*, pp. 103-105 and Olsson, 'The Bunya Mountain', pp. 30-33.

¹⁶⁶ Jarrott, *Bunya Mountains*, p. 40.

¹⁶⁷ Jarrott, *Bunya Mountains*, pp. 47-49 and Humphrys, *Bonyi-Bonyi*, pp. 129-136.

FIGURE 4 ROUTES IN THE BUNYA MOUNTAINS (AFTER HUMPHRYS, 1992, p. 40)



New conservation issues

Peter Garrow's involvement in the provision of road access began a life-long commitment to the conservation of the Bunya Mountains, and it is perhaps ironic that the very accessibility he helped to provide would have long-term consequences for the natural environment he sought to protect. Garrow was a founding member and Secretary of the Bunya Mountains Club, whose aims were the preservation of the flora and fauna of the mountain and assisting the National Park make the area more accessible to people. Fifty men and ten women joined initially, with annual subscriptions at one pound (£1) for men and five shillings (5/-) for women. Many prominent members of Dalby and district society belonged to the club which raised money and assisted in road development.¹⁶⁸

Increasing numbers of visitors, however, had unforeseen consequences. The Kumbia Bunya Mountains Club realised they were opening up access to the national park, and this could increase problems. People used the road in order to take flora from the rainforest and Mr Janetski wrote the the Department of Forestry asking for signs and police patrols, and that boundaries of the park be clearly defined.¹⁶⁹ The Dalby-based Bunya Mountains Club provided Honorary Rangers for the

¹⁶⁸ see Jarrott, *Bunya Mountains*, Chapter 7 and Humphrys, *Bonyi-Bonyi*, pp. 106-111.

¹⁶⁹ Humphrys, *Bonyi-Bonyi*, p.135.

National Park, and in 1929 the Club was writing to the Director of Forestry noting the difficulties such rangers were experiencing and asking for clarification:

Notices had been put up but were worn or have been vandalised. Can a ranger stop a car and ask the driver where he got the flora and has a ranger the right to make a person prove he did not get them from the Park? Please send some notices to put up.¹⁷⁰

The formation of the National Parks Association of Queensland (Ltd.) (NPAQ) in 1930 gave conservation, as opposed to recreational issues, a state-wide focus and the organisation had greater lobbying ability.¹⁷¹ The organisation was able to give assistance to local groups and when the local member of Parliament, W.B.J. Sparkes called for 'much useless country' in the Bunya Mountains National Park to be opened to settlement, the President of the NPAQ, Romeo Lahey, responded firmly:

We would stand humiliated in the eyes of the scientific world if that area were allowed to be injured....The 'useless' country is full of bottle trees which before long at their present rate of destruction by farmers, will be unique.¹⁷²

In 1997 the NPAQ is still trying to acquire freehold land on Mt Mowbullin in order to include this area in the National Park.

8.3 CULTURAL HERITAGE IMPLICATIONS

Apart from sites associated with the timber industry (e.g. timber chutes, the remains of the Great Bunya Sawmill etc), important features of the conservation heritage of the Bunya Mountains include:

- camping spots;
- early guest houses;
- scenic lookouts;
- roads; and
- walking trails;

Examples of early National Park signage are of special interest.

8.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Places documentation (FAU, 1998b) report.

- Bunya Mountains timber complex (including sawmill sites, Andersen tramway, timber chutes, Wengenville sawmill and township)
- Bunya Mountains recreation complex (including Mt Mowbullin Guest House, Cedarvale, Natural History centre, Burton's well, Soldiers' road)

8.5 SIMILAR SETTLEMENTS

Other places with an early conservation theme include:

- **Tamborine Mountain**
- **The Lamington National Park (including Binna Burra and O'Reiley's)**
- **Springbrook**

¹⁷⁰ cited in Jarrott, *Bunya Mountains*, pp. 40-41.

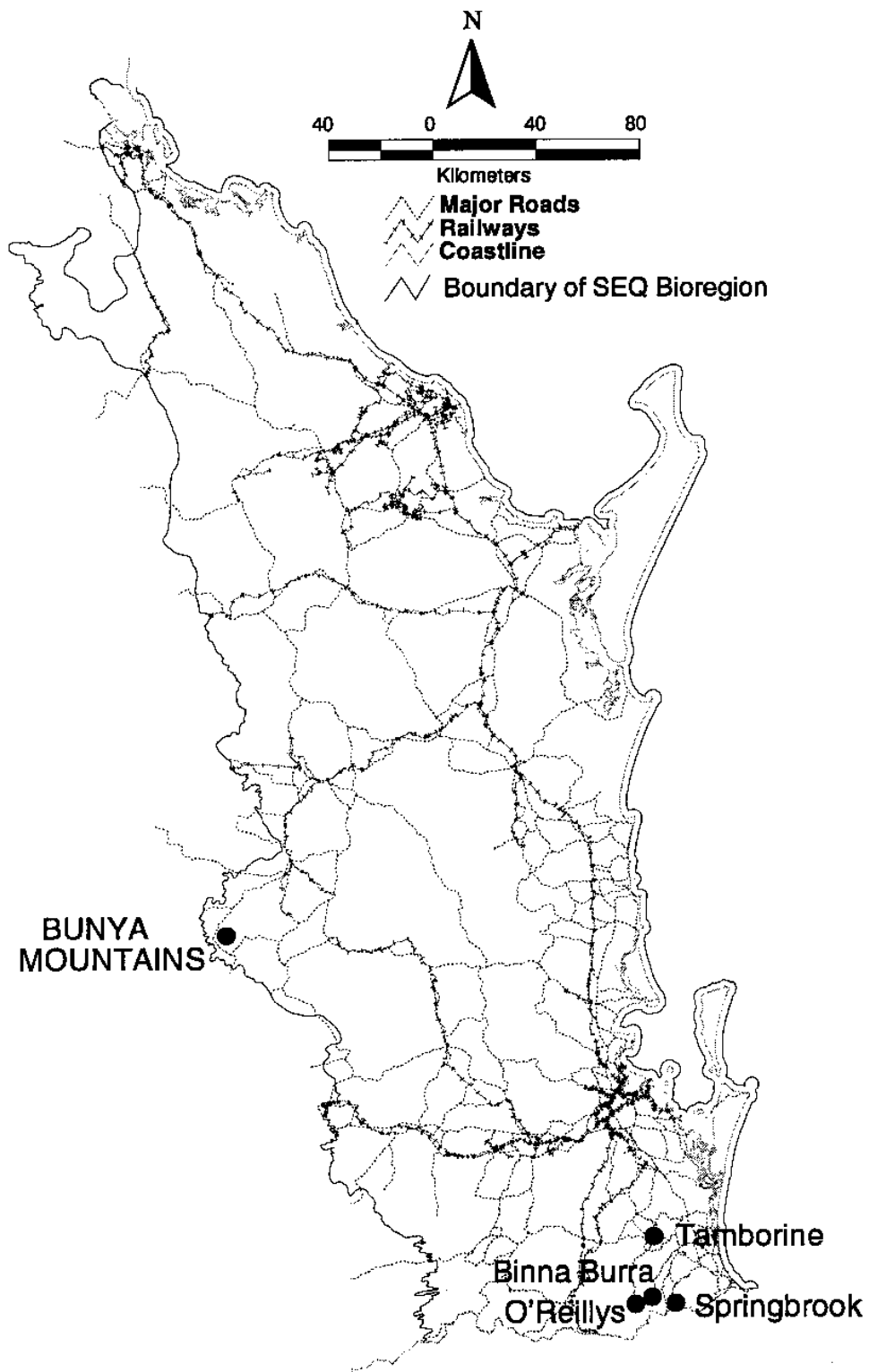
¹⁷¹ 'Some notes on the early history of National Parks in Queensland', (Forestry Archives 1/33: reference 1A:NR).

¹⁷² cited in Jarrott, *Bunya Mountains*, pp. 58-59.

At all these places guest houses developed to cater for visitors.

Map 11

Settlements associated with early conservation values in SEQ



8.6 BIBLIOGRAPHY - THE BUNYA MOUNTAINS

PUBLISHED ARTICLES

Anon., 'Women of the woods revisited', *Between the Leaves*, Winter, 1994, pp 8-9.

Anon., 'The great National Parks movement in Queensland. Alec Chisholm delivers The Romeo Watkins Lahey Memorial Lecture', *Journal of the Royal Historical Society of Queensland*, Vol. 9, No. 3, 1971-2, pp 204-215.

Barrett, Charles, 'A naturalist in the Bunya Mountains', *The Victorian Naturalist*, Vol. XLIX, September 1932, pp. 126-131.

Chisholm, A.H., 'The Bunya range excursion', *The Emu*, Vol XIX, 1st January, 1920, pp. 202-215.

Cleland, J.Burton, 'Notes concerning the birds met with on Stradbroke Island,, at Dalby, and on the Bunya Mountains, *The Emu*, Vol XIX, 1st January, 1920, pp. 226-233.

Parry-Okeden, W.E., 'In the Bunyas', *Daily Mail*, Brisbane, Saturday, October 16, 1919.

Webb, L.J., 'An historical interpretation of the grass balds of the Bunya Mountains, South Queensland', *Ecology*, Vol. 45, No. 1, Winter, 1964, pp. 159-162.

White, S.A., 'Notes upon the birds observed on the Bunya Mountains and Stradbroke Island', *The Emu*, Vol. XIX, 1st January, 1920, pp. 215 ff.

White, S.T., 'Flora of the Bunya Mountains', *Queensland Agricultural Journal*, January, 1920, pp. 25-31.

Young, H.E., 'The romance of the bunya tree', *The Queensland Naturalist*, 11 (1), January, 1939, pp.4-14.

PUBLISHED BOOKS

Jarrott, J. Keith, *History of the Bunya Mountains National Park*, The National Parks Association of Queensland (Inc.), 1995.

Humphrys, Ray. *Bonyi-Bonyi: life and legends of the Bunya mountains*, Wyndham Observer, Nanango, 1992.

Maidenwell Centenary Committee. *In the shade of the bunyas: a history of the Maidenwell-Wengenville district 1882-1982*, Cranbrook Press, Toowoomba, 1982.

Petrie, Constance Campbell, *Tom Petrie's reminiscences of early Queensland*, University of Queensland Press, St Lucia, 1992 (first published 1904).

Walker, Joe. *Joe's book: facts and theories on the Bunya Mountains*, The Bunya Mountains Natural History Association, Dalby Herald, Dalby, 1978.

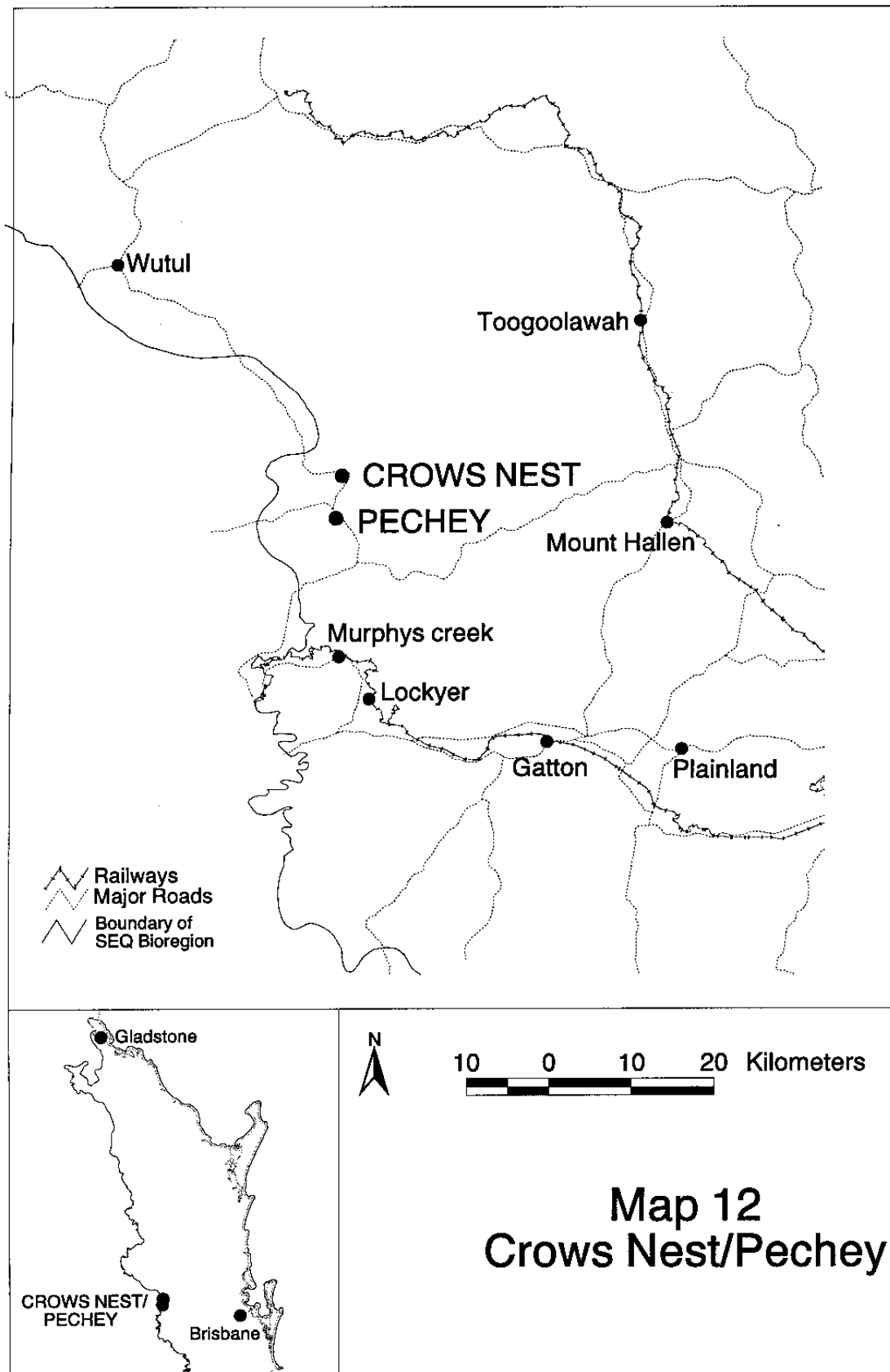
UNPUBLISHED Material, REPORTS etc

Olsson, J.L. (comp.), 'The Bunya Mountains', 1953. (Queensland Department of Environment Library).

FORESTRY ARCHIVES

'Some notes on the early history of National Parks in Queensland', (1/33: reference 1A:NR).

Letter from the Director of Forests to the Secretary, Main Roads Commission re 'Road to the Bunya mountains', 20th June, 1956 (155/2: reference 1A/FE, R.603 Haly "A").



9 CASE STUDY NO 4 - CROW'S NEST/PECHEY - TRAMWAYS

9.1 KEY POINTS

- Timber was one of the earliest industries in the Crow's Nest districts.
- The role of the railway and of private tramways was important both in terms of the transportation of timber and other agricultural produce to the key market, Toowoomba, and also in the siting of settlements along the line.
- Early reservation of land for Forestry plantations in the Crow's Nest region has meant that Forestry continues to play an important role in the life of the district.
- Crow's Nest district is an important area of exotic pine plantations.

9.2 CROW'S NEST/PECHEY - TRAMWAYS

Early history

The Crow's Nest/ Pechey/ Hampton district lies north to north east of the city of Toowoomba and is a relatively flat area of farming, grazing and State Forest timber plantations. To the east lies the Ravensbourne National Park, the remnant forest of what were once huge rainforest 'scrubs'. The five headwaters of Perseverance Creek (now dammed) lay in country containing valuable timbers.

In the 1840s, pastoral interest in the district began. The Archer brothers had settled at Emu Creek but had left there by 1848, although the area remained a cattle run until 1906. In 1849 James Canning Pearce had the original licence of the Crow's Nest Run; the head station included buildings for the superintendent and men, a paddock of 500 acres (202 hectares), stockyards and 4,000 sheep. By 1868 the run had passed through a series of lessees until it finally passed to W.B. Tooth. Despite such pastoral interest, however, the district did not really develop until the growth of Toowoomba ('The Swamp') in the 1850s increased both the numbers of settlers and opportunities, and until the Crown Lands Alienation Act of 1868 allowed for the opening up of the area to closer settlement.¹⁷³

Timber milling and transportation

¹⁷³ Crow's Nest and District Tourist and Progress Association Inc., *From tall timbers, a folk history of Crow's Nest Shire* 1988, Harrison Printing Company Pty Ltd, Toowoomba, 1989, pp. 16,17.

The district had one thing in abundance, and that was timber. Ravensbourne was originally known as ‘The Cedars’ and in addition to cedar, hoop pine and other softwoods, there were large stands of turpentine, blackbutt and stringybark. During the 1860s, the Albert Mill (Pechey Mill) was established to supply settlers at Murphy’s Creek, on the old road to Crow’s Nest. Hampton, originally the Five Mile Camp, situated five miles from the Pechey mill and at the top of a rise in the road, grew up as a result of this timber trade.¹⁷⁴ In 1870 Cameron and Hebel became the first sawmillers near Ravensbourne, at Whichello: they established the Aubigny mill near the head of Perseverance Creek, before any settlement existed at Ravensbourne.¹⁷⁵ By 1875 there were three mills at Highfields, north of Toowoomba, employing seventy-six men.¹⁷⁶ The Munro brothers established Argyle Sawmill on Geham Creek in 1874.¹⁷⁷ Members of the Brady family established the Highfields mill at Merritt’s Creek in 1899.¹⁷⁸

In the last decades of the nineteenth century, numerous small settlements - Highfields, Cabarlah, Geham, Pechey - grew up in association with sawmilling and timber getting activity in the district. An indication of the size of settlements is evident from the fact that when Peter Degan’s steam mill at Highfields burnt down in 1865, it was employing 100 men and producing 30,000 super feet of timber weekly. If one assumes that most men had families, this amounts to a substantial settlement. Timber companies had to provide facilities for both employees and their families. For example Pechey Timber and Sawmills, established by Edward Pechey and with a mill along Cooby Creek, provided a surveyed village, workers’ cottages, a hotel, school, hall and church.¹⁷⁹

Clearly one of the reasons for the development of large numbers of small mills is that milled timber is much easier to transport than logs. For many years, pit sawn timber was the norm, but by the late nineteenth century machine milling was becoming more common. As a correspondent for the Darling Downs Gazette noted in 1895:

Formerly a prejudice existed against machine-dressed timbers, probably for no other cause than that all innovations are looked upon with a considerable amount of suspicion. Its superiority above ordinary hand-dressed timber has now been placed beyond doubt, and in all important structures architects in their specifications provide for using machine-dressed timber.¹⁸⁰

The market for timber was Toowoomba and any reduction in the costs of transport would be beneficial. With the declaration of a town reserve in 1876 and the sale of town lots and the opening of the Crow’s Nest Provisional School in the following year, it was clear that settlers’ demands for improved transportation for timber and agricultural goods would have to be met. The declaration of two timber reserves in 1875 suggests that plans for a railway were already being considered, the purpose of most timber reserves during this period being for the provision of timber for railway sleepers.¹⁸¹

Initial survey work for the Toowoomba to Crow’s Nest line was undertaken in 1879 and the line was completed in 1886. Steep grades and sharp curves cut cost, but also limited the carrying capacity and speed of the system.¹⁸² The rail was reliant on timber traffic and in 1900 half the income from the line came from transporting timber from Crow’s Nest to Toowoomba.¹⁸³ When the timber stands were cut out, the railway began losing money and was unable to compete with developing road transportation systems. Initially, however, the railway played an important part in the development of Crow’s Nest - in fact the town moved to its present site when the station opened in 1886.¹⁸⁴

In the beginning, the advantages of the rail system were not apparent to all businesses along the line. Munro’s Argyle sawmill on the bank of Geham Creek and about two kilometres from the township of Geham had been operating since 1874. A. & D. Munro had progressively selected nearly 4,000 acres (1,618 hectares) at the head of Perseverance Creek and in 1889 the two timber reserves were thrown open to timber getters. The Munro brothers’ foresight in obtaining private timber

¹⁷⁴ *From Tall Timbers*, p. 113.

¹⁷⁵ *From Tall Timbers*, p. 231.

¹⁷⁶ Ruth S. Kerr, *Confidence and tradition: a history of the Esk Shire*, Council of the Shire of Esk, 1988, p. 58.

¹⁷⁷ *From Tall Timbers*, p. 54 and Kerr, *Confidence and tradition*, p. 61.

¹⁷⁸ *From Tall Timbers*, p. 231.

¹⁷⁹ *From Tall Timbers*, p. 61.

¹⁸⁰ ‘The Argyle saw mills’, *Darling Downs Gazette*, July 27 1895.

¹⁸¹ *From Tall Timbers*, p. 21.

¹⁸² *From Tall Timbers*, pp. 163,165.

¹⁸³ *From Tall Timbers*, p. 232.

¹⁸⁴ *From Tall Timbers*, p. 23.

supplies paid off when the fierce competition between timber getters and sawmillers during the 1880s and 1890s led to the quick exhaustaion of the government timber reserves.¹⁸⁵ As the Darling Downs Gazette correspondent noted:

They have sufficient hardwood on their selections to last them two or three generations, even at a much greater consumption than is taking place at the present time.¹⁸⁶

The Argyle sawmill produced both pine and hardwood products in large quantities, including 'lining and partition boards, double beaded lining boards and chamfered boards varying in width from four to 12 inches.' An on-site blacksmith provided running repairs and wooden tramways ran in various directions throughout the place to facilitate the transport of the timber to the different stacking sheds. Mill workers' cottages surrounded the mill, and a general store was run by the company.¹⁸⁷

Although the Argyle sawmill was only one and a half miles from the railway line, bullock teams were used to transport timber directly from the mill to the company's timber yards in Toowoomba. As the correspondent noted:

the loading of the trucks, the unloading of them on arrival in town, and the further removal to the 'timber yards' would not only involve expense but also considerable delay which would be very vexatious.¹⁸⁸

Clearly it was double-handling that was the problem, because Duncan Munro was already considering the value of rail transport for his new mill planned on Perseverance Creek.

Munro's timber mill and tramway system

In 1896 the Munro brothers built a timber mill north-east of Toowoomba at Palm Tree, on the left bank of Perseverance Creek.¹⁸⁹ A community consisting of around 20 cottages grew up around the mill, and consisted of mill workers and timber getters. A store and shop provided basic necessities.

Hampton was the closest town and on the railway line. Despite earlier hesitations about using the railway to transport timber, in 1896 Duncan Munro applied to the Highfields Divisional Board for permission to build a light railway, on 2ft 6 ins gauge, from the mill site to Hampton Railway Station. Seven miles of tramway were already in operation before Duncan Munro applied to the government to 'complete, maintain and work a tramway' in 1904. Up to this point the trams were horse-drawn, but in the same year as the application, a Lima Locomotive, purchased during a trip by Duncan Munro to the United States, arrived from Ohio. The Governor of Queensland, Lord Lamington, was present when the first locomotive arrived and a spur near the mill is today known as Lamington Point. Twenty-two four wheeled trucks were bought and thirteen or fourteen were in operation at all times.¹⁹⁰ In 1908 a second locomotive was purchased and in 1915 the tramway system was extended to the Bunkers Hill end of Ravensbourne.¹⁹¹

At the mill, rail lines ran to the engine shed, the holding road for log trams, the loading road for sawn timber, the main saw bench and the the terminal line which crossed the log storage area. At Hampton station, the line looped around Munro's office, locomotive shed and feed shed, to the travelling gantry where logs were off-loaded from the tramway and loaded onto rail. (See Figure 5)¹⁹² Munro built a two-room dwelling for workers loading and unloading logs at the station and 'as Hampton became populated, most of the people were in some way involved in the timber industry.' The town was surveyed in 1903 and by 1915 eleven families were resident there.¹⁹³

¹⁸⁵ The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.

¹⁸⁶ The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.

¹⁸⁷ The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.

¹⁸⁸ The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.

¹⁸⁹ *From Tall Timbers*, p. 232 ff., K. McDonald, A. & D. Munro's Perseverance tramway and R.K. Morgan, 'Munro's Hampton tramway', *Light Railways*, No 61, July 1978, published by The Light Railway Research Society of Australia, pp. 5-18.

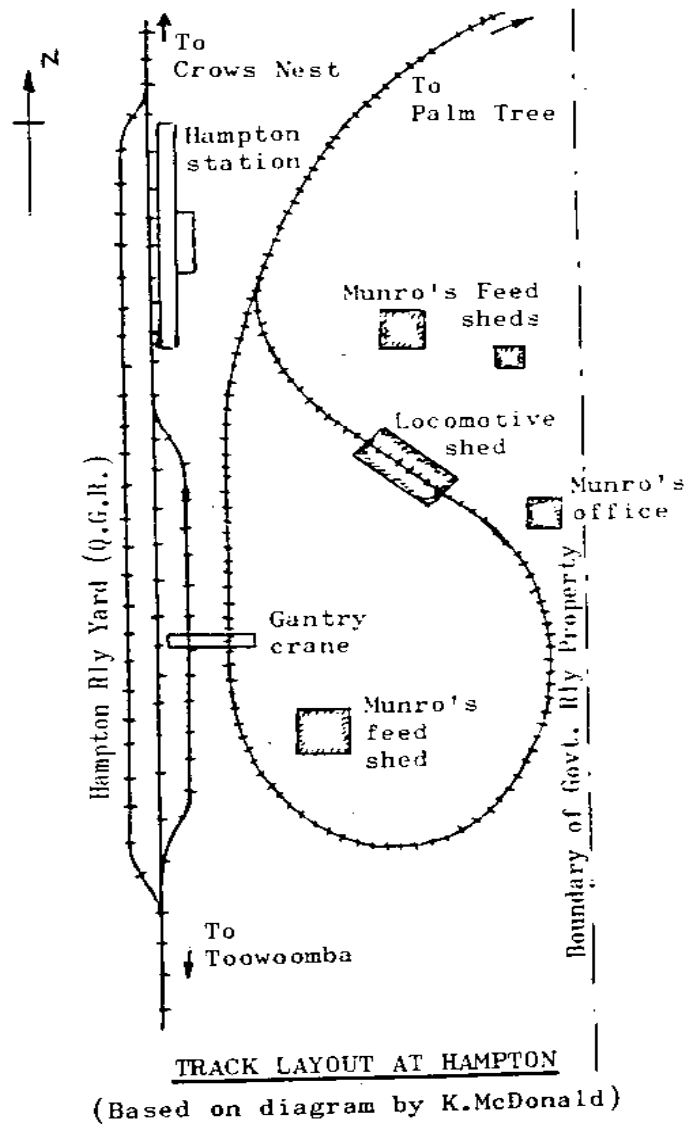
¹⁹⁰ Munro, p. 7 and McDonald, p. 17.

¹⁹¹ *From Tall Timbers*, p. 233,

¹⁹² McDonald, pp. 17,18.

¹⁹³ *From Tall Timbers*, pp. 114,115.

FIGURE 5 TRACK LAYOUT AT HAMPTON STATION (AFTER MUNRO, 1978, p. 7)



The tramway not only took sawn timber from the mill to the railway station, but numerous log loading ramps along the line allowed for the movement of logs from the forest to the mill. Besides timber, the tramway carried passengers on top of the water tank of the engine; in the end, the company built a 'passenger car', a flat truck with seats along each side. After Duncan Munro donated land in 1900 for the construction of a school, teachers working there travelled to and from work on a four-wheel flat-deck gangers trolley.¹⁹⁴

¹⁹⁴ Munro, pp. 11, 9, 8.



12. A special day at Palm Tree.

(Department of Environment 8H/2)



13. Remains of Shay Locomotives, Palm Tree, Ravensbourne.

(Department of Environment 8H/2)

One of the unusual features of the tramway was that it passed through private property. A right-of-way through the farms was held on a 99 year lease for much of the line and one of the conditions of the lease was that the tramway should carry all farm produce to Hampton free of charge. Potatoes and corn frequently accompanied timber. At the junction of each private farm, gates along the line had to be opened and closed which caused problems, as Munro relates:

Theoretically the train was supposed to come to a halt to let the fireman open the gate and again for the guard to rejoin the train. As there were many gates, this involved a lot of stopping and starting. Drivers attempted to speed up the operation by merely slowing down, which meant that the fireman was expected to swing down off the moving engine, run ahead of the train, open the gate and lead back on as the loco came past. Sometimes, especially when the loco was pushing three trucks ahead of it, the trucks reached the gate first, and rendered the gate more or less a write off....At the other end of the train, the guard was also expected to jump off, close the gate, chase the

train and clamber aboard while it continued, albeit slowly. One guard, Willy Strohfeldt, got fed up with having to sprint smartly after the disappearing train especially as he was somewhat lame, and one day he simply let the train go, tramped back to the mill, and complained to W.J. Munro: 'Is a feller supposed to run like a lunatic to catch the train after I shut a gate?' The rules were that drivers were supposed to stop. The complaint brought a warning to all drivers, and things improved for a little while.¹⁹⁵



14. Remains of bridge on Munro's Tramway.

(Department of Environment 8H/1)

The world of Munro's train and tramway attracted, as do trains everywhere, its fair share of railway enthusiasts. Olaf Olsen, the third driver employed by Munro was particularly respected as a driver. Emil Tarden, an Englishman who worked at the mill, wrote a tribute to Olsen, which was kept by bullocky Harry Strohfeldt and passed on to R.K.Morgan.

Perhaps Tarden worked at the mill after the introduction of the eight hour day; prior to that one wonders at the time to pen verse, given a ten hour day for three shillings a day. A dynamo had to be installed to provide lighting during the evening hours of work.¹⁹⁶

¹⁹⁵ Munro, p. 13.

¹⁹⁶ Morgan, p. 9.

Munro's Train¹⁹⁷

I was working up at Hampton,
Strange, but something bid me write
These few verses that the mill hands
May in coming days recite.

Its about Olaf Olsen who
Was forever driving Munro's train,
Bringing up great loads of timber
In spite of the heavy rain.

For I could hear the engine puffing
As she came along the line,
With God knows how many tons of hardwood,
And as many tons of pine.

Olaf Olsen he was driver
and ever wide awake
Whilst his comrade Joseph Brady
Was careful on the brake.

Sure we have had many drivers,
I believe Mister Shanks was first
And Mister Smith followed him,
Some say he was the worst.

For in driving Munro's engine
He never did have luck,
As day after day I heard him say
The engine would be stuck.

But then we got a driver
Who came from beyond the seas,
Ever civil and obliging
with occasions for to please.

And his name of Olaf Olsen
As I am proud to tell;
And wherever he may road in life
His comrades wish him well.

Yes, we'll wish success to Olsen
and likewise to fireman Joe
True and faithful servants
To Messrs A. and D. Munro.

The tramway didn't replace the need for bullock teams: eight teams continued to be run by the company and private teams also hauled to the mill.¹⁹⁸ Bullock teams varied in size, up to as many as twenty-six bullocks. Kelly Grehan recalls:

Actually you only drove 14 of your bullocks - the young bullocks were always up front and the old bullocks were at the back. As the bullocks got older they were relegated to the back positions. Some bullocks I had in my team would have been fourteen years old....In my team I had a big black bullock and a big yellow bullock and we called these the pin bullocks. The big ones, being slower, were at the back - the pine really means the bullock wagon pole

¹⁹⁷ Quoted in Morgan, p. 16.

¹⁹⁸ Munro, p. 9.

for power and stability. You had your pin bullocks and your polers and that is how you would hold your wagon steady to control it. You never left it to the front half of the team to control the wagon.¹⁹⁹

W.A. Bailey, who arrived at Crow's Nest in 1908, recalls up to thirty bullock teams passing with timber, hauled from Emu Creek Mill and others sawmills in the Crow's Nest district.²⁰⁰

Crow's Nest

Crow's Nest was the hub of the timber activity in the district. The first sawmill in the town was owned by Thomas Blinco, whose twelve-year old son was responsible for operating the two steam engines. At Anduramba, Edward Emmerson established a sawmill and planing mill in 1907 and eventually expanded into the building industry itself.²⁰¹ Hoop pine, various hardwoods and silky oak were processed.

By 1907, Crow's Nest was described as:

no unpromising hamlet. It is a progressive town in which all the comforts of life are procurable.²⁰²

As the timber resources were cut out, good agricultural land remained, and the town was developing as a pig and dairy centre. A list of businesses and community organisations in the town in 1905 includes four churches, drapers, butchers, ironmongers, three hotels, a barber, bootmaker, billiard room, fruiterer and coachbuilder. J.T. Littleton was the magistrate authorised to consent to the marriage of minors, there were seven local magistrates, a senior police constable and tracker, a cricket club, jockey club, workers' political organisation and progress association. A brass band and butter and bacon factory complete the list.²⁰³ Blinco Brothers, the only sawmiller, represented the declining timber industry which, by the 1920s and 1930s was causing a reduction in railway revenue. The Broadfoot mill at Hampton closed in 1910 and Munro's closed in 1937.²⁰⁴

Forestry and National Parks

As elsewhere in the state, concerns about future supplies of timber led to the reservation of areas of timber as State Forests, and the beginnings of plantation programmes. In 1920, the Lands Department set aside 80,000 acres (32,375 hectares) in the Parishes of Cooyar and Emu Creek as State Forests; in 1926, land was bought from E.W.Pechey Estates and plantations began in what then became the Pechey State Forest. In the early 1920s, local resident Tom Chapman had planted pine trees around the produce shed yard at Hampton and had monitored their growth. In 1927 Pechey Forestry began operations and a nursery was established. Early experiments with hoop pine were unsuccessful and exotic pines came to be the chief plantation species.²⁰⁵

Besides the provision of State Forests, moves were taken as early as 1922 to permanently protect some of the forests of the region. In that year, Portions 24V, 25V and 29V of the Parish of Buaraba were declared the Ravensbourne National Park and in the early 1950s further additions were made through the purchase of land. Crow's Nest Falls National Park, now covering 473 hectares, was first gazetted in 1967.²⁰⁶

9.3 CULTURAL HERITAGE IMPLICATIONS

- As elsewhere, the siting of the towns of Crow's Nest and Pechey on the railway line is important.

¹⁹⁹ Quoted in Colin E. Beutel, *Ravensbourne then and now*, Southern Cross Printery, Toowoomba, 1992, p. 60.

²⁰⁰ *From Tall Timbers*, p. 29.

²⁰¹ *From Tall Timbers*, pp. 234,235.

²⁰² *Summer tours on the Darling Downs Queensland*, Queensland Railways, 1907.

²⁰³ *From Tall Timbers*, pp. 25,26.

²⁰⁴ *From Tall Timbers*, p. 114.

²⁰⁵ *From Tall Timbers*, pp. 171, 114.

²⁰⁶ *From Tall Timbers*, pp. 173,174.

- Tramway sites in South East Queensland are quite uncommon, and remnants are significant.
- In order to understand the tramway system, the total complex of sawmill, railway siding and tramway needs to be documented.
- The role of tramways such as this in the transportation of agricultural produce in the district should not be underestimated.

9.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report.

- Pechey complex (including Pechey sawmill site, Munro's Argyle sawmill site, Palm Trees sawmill site, A. & D. Munro's tramway)
- Pechey Forest arboretum

9.5 SIMILAR SETTLEMENTS

Similar settlements where tramways provided an important means of transporting timber include:

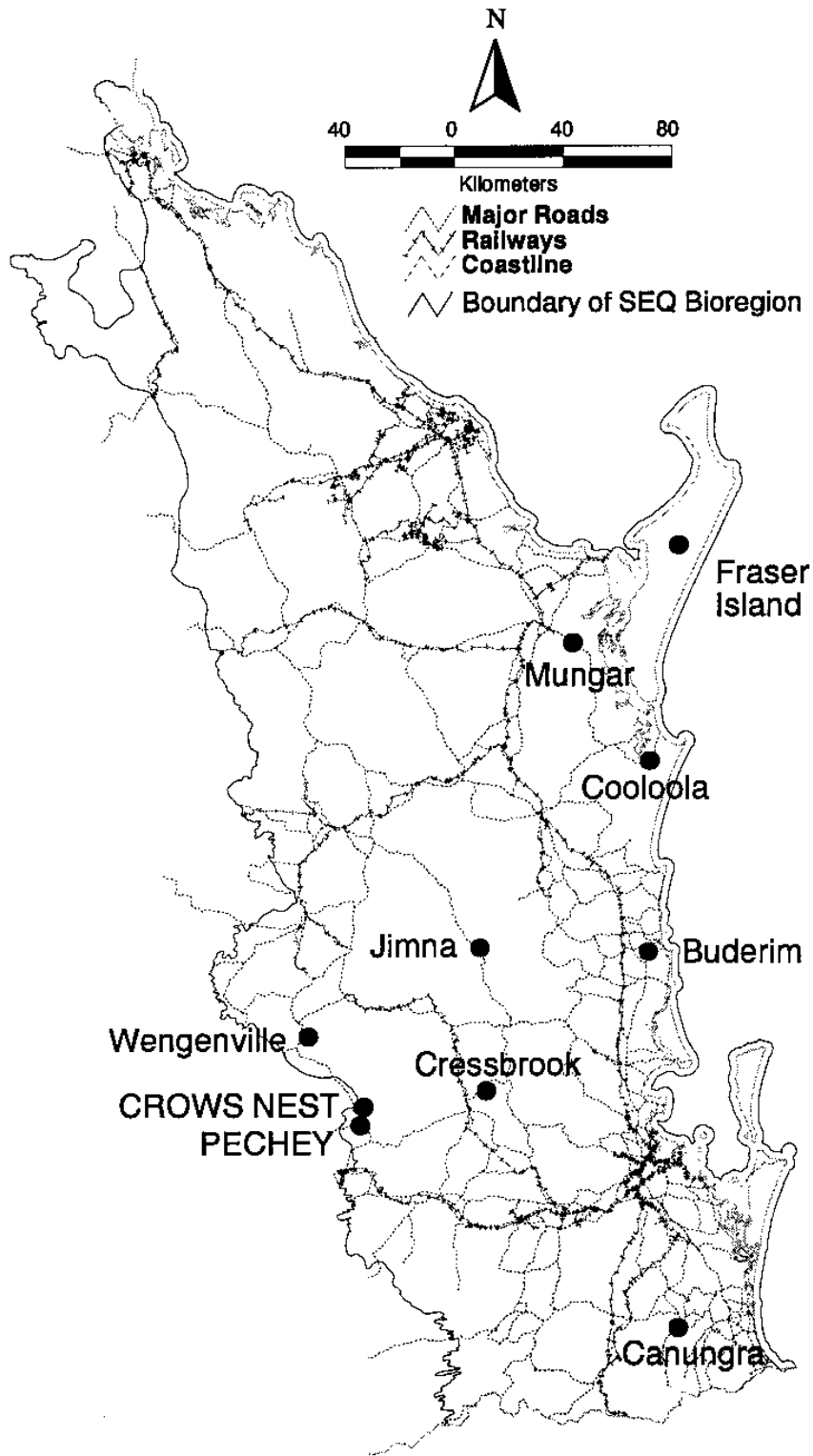
- Cooloola
- Canungra
- Fraser Island
- Mungar
- Pechey
- Buderim

Other tramway systems in operation that were essentially short mountain tramways, involving the use of a flying fox, winch, and often associated with timber chutes include:

- Wengenville, Bunya Mountains
- Cressbrook
- Jimna
- Mt Mee

Map 13

Settlements associated with tramway systems in SEQ



9.6 BIBLIOGRAPHY - CROW'S NEST/PECHEY

Beutel, Colin E., *Ravensbourne then and now*, Southern Cross Printery, Toowoomba, 1992.

Crow's Nest and District Tourist and Progress Association Inc., *From tall timbers, a fold history of Crow's Nest Shire 1988*, Harrison Printing Company Pty Ltd, Toowoomba, 1989.

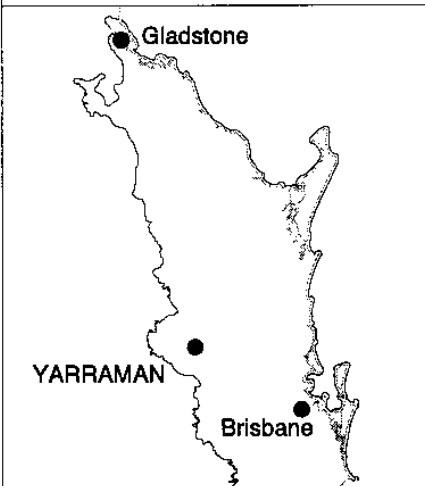
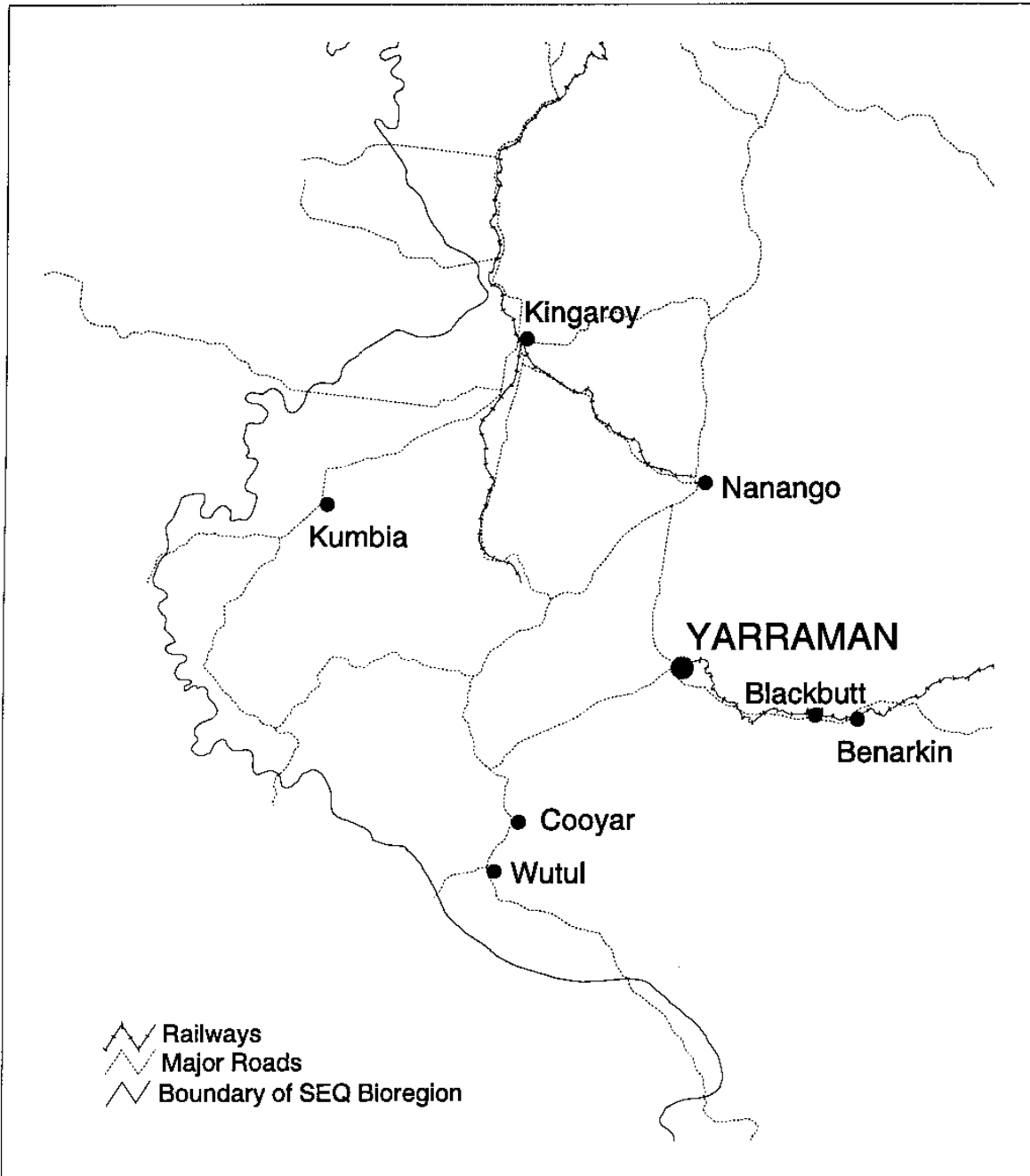
Kerr, Ruth S., *Confidence and tradition: a history of the Esk Shire*, Council of the Shire of Esk, 1988.

McDonald, K., A. & D. 'Munro's Perseverance tramway', in *Narrow Gauge Review* No 2, published by the Light Railway Research Club of Queensland, n.d.

Morgan, R.K., 'Munro's Hampton tramway', *Light Railways*, No 61, July 1978, published by The Light Railway Research Society of Australia, pp. 5-18.

Summer tours on the Darling Downs Queensland, Queensland Railways, 1907.

'The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.



10 0 10 20 Kilometers

Map 14
Yarraman

10 CASE STUDY NO 5 - YARRAMAN - A RAILWAY AND COMPANY TOWN

10.1 KEY POINTS

- Yarraman and district was an area where early timber reservations occurred.
- Timber getting was one of the most important occupations of the early settlers of the district.
- The advent of the railway made timber more lucrative as a commodity and encouraged the establishment of towns.
- The Queensland Pine Company has an intimate connection with the earliest history of Yarraman township.

10.2 YARRAMAN - A RAILWAY AND COMPANY TOWN

Early settlement - 19th century

As elsewhere in South East Queensland, the earliest non-Indigenous history of the Yarraman area is a pastoral one. During the 1840s, vast pastoral concerns were established at Cooyar and Taromeo: the waterhole where stockmen from both stations met was known as Bunya Park, later The Cedars, and ultimately the town of Yarraman.²⁰⁷ Settlers began arriving in the area from the 1870s, but it was not until 1889 that large-scale resumptions of these pastoral stations led a more regulated form of intensive settlement. These settlers were farmers and their arrival heralded the beginning of large-scale clearing and ringbarking of the massive timber resources of the region. Besides ringbarking, timber was milled for local use. Struggling farmers supplemented their income by timber getting and 'almost to a man the selectors became either sellers or haulers of timber.' Early mills were Fletcher's sawmill near Kooralgin and A & D Munro's sawmill at Cooyar. Lars Andersen from Esk opened a sawmill at Blackbutt in 1903.²⁰⁸

Increasing settlement led to the development of townships. The first sale of town allotments at Nanango had taken place as early as 1870; a school was established at Upper Yarraman in 1899 and at Yarraman in 1901.²⁰⁹ In 1898 the first meeting of the Blackbutt Progress Association was held.²¹⁰ By the turn of the century, the South Burnett was becoming increasingly settled and prosperous, and timber was to become one of the factors involved in this prosperity.

²⁰⁷ J. Hansen (comp.), *Back to the Cedars (Upper Yarraman)*, TruCopy Printing and Publications, October, 1995, p. 5.

²⁰⁸ J.E. Murphy & E.W. Easton, *Wilderness to wealth: being the history of the shires of Nanango, Kingaroy, Wondai, Murgon, Kilkivan and the upper Yarraman portion of Rosalie shire*, W.R. Smith & Paterson Pty Ltd, Brisbane, 1950, pp. 100, 101, 110.

²⁰⁹ Murphy & Easton, pp. 72, 101, 104.

²¹⁰ Murphy & Easton, p. 109.

Timber and reservations

The start of the twentieth century saw a boom in the timber industry. Where once farmers had seen trees as an impediment to be removed, they now regretted past wastage of what was proving to be a valuable commodity. The forests of the South Burnett included cedar, hoop pine, and other softwoods, and the Blackbutt and Benarkin area had some of the finest ironbark forests in Australia.²¹¹ Other highly prized timbers included Crow's Ash, popular for use as dance floors, and yellow-wood, used for flooring and the construction of wooden trams and railway coaches.²¹²

The government recognised the value of these forests, although at first they did little to protect them. As early as 1889, the Under Secretary for Agriculture was calling for the reservation of what timber resources remained on vacant Crown land:

So far as I am aware, there is but a comparatively small area of vacant Crown lands in what may practically be called the settled districts, apart from denuded timber reserves of small area, in which action could be taken, as nearly all the land in these districts has been selected, with the exception perhaps of the Wide Bay and Burnett Districts, and the cedar scrubs of some of the northern rivers....In the Southern portion of the Colony a number of reserves have been gazetted; some of these have already been completely denuded, other have not been touched: of the latter I may mention 76 square miles in the parish of Taromeo and Clinton, and what is called the Blackbutt Range between Emu and Cooyar Creeks.²¹³

In 1901 30,000 acres (12,140 hectares) near Benarkin was set aside as a reserve and later in the same year a further 43,000 acres were set aside in the Yarraman area.²¹⁴ The government's policy was to establish reserves near current or proposed railway lines, both to provide the necessary timber for construction of the lines, but also to ensure that timber rights, once the railway was connected, were sold at prices that accurately reflected their true value. Such value was, of course, greatly increased with adequate transportation.

Until the advent of the railway, all transport of logs and sawn timber was by bullock team, difficult in times of drought when feed for bullocks was lacking, and difficult during rainy periods when roads became boggy and impassible.²¹⁵ Despite these problems the profits were great enough to attract large timber firms. The Millars Karri and Jarrah Company had been formed in Western Australia in 1902 and by 1908 had a sawmill at Yarraman Creek in addition to milling interests in Kingaroy and Brisbane.²¹⁶ In 1909, Queensland Pine Company acquired the Yarraman assets of Millar's Karri and Jarrah Company; William Dearden, one of the vendors in this sale, became Managing Director of Queensland Pine.²¹⁷ Untangling the personal business connections of timber firms is difficult but warrants further study.

From 1909 Queensland Pine applied to the Minister for Lands for the timber rights to 25,000 acres (10,117 hectares) of land in Tarong Reserve, Yarraman Creek, Parish of Cooyar. They undertook to clear the land at the rate of 8 million super feet per annum, thus making it suitable for sale for agricultural purposes.²¹⁸ In response to this request, the memo from Philip MacMahon, Director of Forests, notes:

I believe that it will be found at the end of fifteen or twenty years a matter far greater national moment to retain this 30,000 acres as forest than to sell it.²¹⁹

²¹¹ History of Yarraman Forestry District, included as a Memo to Elaine Hughes, Yarraman.

²¹² Murphy & Easton, p. 331.

²¹³ Peter McLean, Under Secretary for Agriculture, to the Secretary for Public Lands, 21st October, 1889, *Arboriculture in Queensland*, Government Printer, William St., Brisbane, 1889.

²¹⁴ History of Yarraman Forestry.

²¹⁵ Murphy & Easton, p. 324.

²¹⁶ Kerr, Sawmills and tramways, p. 75.

²¹⁷ Kerr, Sawmills and tramways, p. 75 and LAN/AK 74 (1909-1919) correspondence between Queensland Pine Company and Department of Public Lands re Cooyar reserve. In one letter from Managing Director W. Dearden to the Minister for Lands, the letter head paper reads 'Millar's Karri and Jarrah Company' but is stamped 'Queensland Pine Coy.Ltd'.

²¹⁸ Letter from R. Spencer Browne, Local Director of Queensland Pine Company Limited to the Minister for Lands, Brisbane, 2 March 1909 (QSA LAN/AK 74).

²¹⁹ Memo from Philip MacMahon, Director of Forests, 9 March 1909 (QSA LAN/AK 74).

In his response to the application, the Under Secretary, Department of Public Lands, rejected the application 'until the railway is available for traffic', noting that:

one of the chief sources of revenue upon completion of the Yarraman Creek railway will be timber.²²⁰

Negotiations continued. The company took up freehold land for a milling site and claimed to be 'now practically committed to the area'. They agreed not to cut until the rail reached Blackbutt or Yarraman and pledged to spend £70,000, employ 300 men and pay rail freight of £6,000 p.a. In return, they wanted the rights to timber for a period of 10 years at least and compared their situation with that at Brooloo where smaller blocks were being cut up and released in succession. At Yarraman, they argued, the capital investment was such as to justified more preferential treatment.²²¹ The Associated Timber Merchants also called for greater access by large sawmillers, arguing that the department was behaving inconsistently:

Timber Areas have been granted without competition, and not long ago, viz. to the Timber Corporation Ltd at Nanango [at this point the memo is annotated 'NO!'], Brown & Broad at Taromeo & others of lesser note.²²²

The issue was not clearcut. A petition from residents of Cooyar and District called on the government to refuse to throw open the pine reserves of their parish, but the company had already taken up freehold land for a milling site and were 'practically committed to the district'.²²³

Timber and the railway

Improved transportation was clearly a key factor for increasing profitability for the timber industry. The Brisbane Valley railway line had reached Toogoolawah in 1904. Before the arrival of the railway, the closest rail head to the Yarraman district was at Kannangur. It cost £1/15/6 to transport 700 super feet of dressed pine to the railhead; the rail freight when the rail arrived would amount to 7/6 per ton. Clearly the closer the railway came to the source of logs the better, and the Queensland Pine Company argued for the rail to be extended beyond Blackbutt, arguing that farmers were ringbarking timber because they had no way of selling it.²²⁴ The terminus was a source of uncertainty, with deputations calling for the rail to come to Blackbutt and not 2.5 miles away, as originally planned.²²⁵

As a consequence of this uncertainty determinations regarding the provision of education at Blackbutt/Benarkin were problematic. Blackbutt Provisional School, established in 1903, was pushing for improvements, but a visit by District Inspector, W. Gripp, in 1908 noted that the decision as to the site of the rail terminus might lead to a settlement other than at Blackbutt.²²⁶ Already a tent school had been established for the children of railway workers and in 1910 it was moved to Well's Holes (re-named Benarkin) a short distance from Blackbutt. Enrolments at the school in 1912, however, were predominantly of children not associated with the railway, a clear indication that the settlement was becoming more permanent.²²⁷

In 1909 the Ipswich Chamber of Commerce made a tour of inspection of Moore, Blackbutt, Yarraman Creek and Nanango in order to investigate the advantages of a rail link. The following year the rail opened at Linville and the Chief Engineer proposed a Blackbutt-Yarraman Creek extension:

²²⁰ Letter from Under Secretary, Department of Public Lands, to the Queensland Pine Company Ltd, 19 March 1909. (QSA LAN/AK 74).

²²¹ Letter from Queensland Pine to the Minister for Lands, 26 July 1909. (QSA LAN/AK 74).

²²² Memo for Mr Forsyth, M.L.A., from the Associated Timber Merchants, 8 July 1909 (QSA LAN/AK 74).

²²³ Petition, date illegible and Letter from Queensland Pine Company Ltd to Philip MacMahon, Director of Forests, 24 June 1909 (QSA LAN/AK 74).

²²⁴ Elaine Hughes, *Yarraman 75 years of rail, 1913-1988, a commemorative booklet*, 1988, pp. 13,14.

²²⁵ Hughes, p. 12.

²²⁶ Syd Stocks & Max Morton *et al.*, *To school along the public way, Blackbutt State School centenary, 1896-1996*, Blackbutt State school, 1996, p. 14.

²²⁷ Stocks & Morton, p. 14 and Audrey Rucker (comp.), *Well Holes to Benarkin, Benarkin State School 1910-1985*, 1984 (sic), p. 36.

The proposed line from Blackbutt to Yarraman is part of a scheme which must eventually connect this fertile district with the ports of Brisbane and Maryborough, and as throughout the Darling Downs there is now a great demand for timber, nearly all of which will come off the reserves, the proposed extension will be remunerative to the selector as well as to the Department.²²⁸

The connection between timber, transportation and settlement is repeated here as elsewhere throughout South East Queensland.

Political debate on the extent of the rail line raged. The Minister for Railways, Mr Paget, noted that Queensland Pine had a 10 year right to cut timber in the Yarraman reserves; the company had purchased the rights to pine timber on reserves at Tarong at the end of 1909. Mr Mann asked why it was that when ordinary settlers wanted rail communication, they had to wait forever, but when a large timber company lobbied for it, the railway was quickly forthcoming. Mr Ryland said that the timber concessions should never have been granted prior to the arrival of the railway when a much better price for these concessions could have been obtained. He suggested that the Minister for Lands, Mr Denham, was in fact a shareholder in the Queensland Pine Company, but shareholders' records indicate that this allegation was false.²²⁹

One of the arguments that Queensland Pine Company had put to the government was that they were prepared to use the pine 'tops', the 35% of the log normally discarded during milling. Despite MacMahon's doubts about the wood distillation process, it was the proposal to produce wood pulp, alcohol and naphtha that Minister Paget stressed in his support of the proposal to extend the railway to Yarraman.²³⁰



15. Yarraman Sawmill, 1996.

(Department of Environment)

²²⁸ Quoted in Hughes, p. 24.

²²⁹ Hughes, pp. 26-28.

²³⁰ Hughes, p 26 on parliamentary debate; MacMahon on the wood distilling process in a letter to the Director of Forests, Melbourne (QSA LAN/AK 74).



16. Yarraman tramway, 80 metres from Stables Camp.

(Department of Environment 8D/11/21)

The mill established by Queensland Pine Company at Yarraman in 1912 was a pulp mill, the first commercial wood pulping operation in Australia.²³¹ The following year, the railway arrived at Yarraman, with a private siding from the station to the mill provided by Queensland Pine.²³² The opening ceremony included an inspection of the Queensland Pine Company mill which employed 70 men (a far cry from the 300 promised in correspondence with the Minister for Lands) and had timber supplies on 3,000 acres of freehold land and the rights to 10,000 acres of Government Reserve.²³³ The visiting dignitaries were shown a demonstration by the famous Lynch sisters, four sisters who cut timber and worked bullock teams in the Gympie, Nanango and Kingaroy districts.²³⁴ The town of Yarraman already had four hotels (the first built by the company) and a number of businesses and Mr Paget noted the way in which railways could help boost secondary industry.²³⁵ Undoubtedly, as the Director of Forests noted:

the opening of the railway line to Nanango, Cooyar, and Yarraman has greatly increased the value of standing timber in the Nanango district.²³⁶

In normal circumstances, sawmillers only used 65% of logs, and the remaining 35% of 'tops' were wasted. By 1914, Forestry was reporting the beginning of the sale of 'tops' along the Yarraman line, mostly for the manufacture of packing cases, and sold at a nominal price of 3d per 100 s.f.²³⁷ Although use of these 'tops' was one of the features of Queensland Pine Company's application for timber rights, it seems as though they failed to fulfil their contract; by 1916 the Director of Forests was planning to suspend their licence for failure to remove the 'tops'.²³⁸

²³¹ Kerr, p. 75.

²³² Kerr, p. 75.

²³³ History of Yarraman Forestry District and Hughes, p. 43.

²³⁴ 'Women of the woods revisited', *Between the Leaves*, Winter, 1994, pp. 8,9 and W.E. Mulholland, 'They worked hard as any man', *Sundowner*, January 1978, pp. 16,17.

²³⁵ Hughes, pp. 46-48.

²³⁶ Annual Report of the Director of Forests for 1913, p.3.

²³⁷ Annual Report of the Director of Forests for 1914, p. 5.

²³⁸ Memo from Director of Forests, Mr Jolly 7 April 1916 (QSA LAN/AK 74).

Timber slump and marketing problems

Although the early 1920s saw the closure of a number of small private sawmills in the district,²³⁹ Queensland Pine Company was prospering, in part because of a contract with the War Service Homes Commission, which agreed to take the company's output for a period of three years. The pulp mill at Yarraman, however, had suffered considerable losses. In 1922 the company was re-named 'Pines and Hardwoods of Australia Limited'; profits for the year were down with the termination of the company's timber cutting rights in the Yarraman district and the War Service Homes Commission contract both imminent.²⁴⁰ The company became more involved in timber milling at Stroud, New South Wales, and reduced involvement in Queensland.²⁴¹

Water problems continued to plague the pulp mill at Yarraman; a proposal to purchase the plant and equipment was rejected by the Queensland Forest Service and the pulpmill closed in 1920.²⁴² In 1924 Yarraman sawmill was finding it difficult to obtain logs. One of the reasons for this was the method of purchasing logs by the Associated Sawmillers. This system involved purchasing logs at auction, without competition, and distributing the log lots amongst millers. As a consequence, city mills in Brisbane and elsewhere were competing with local sawmillers for timber in the Yarraman district.²⁴³ Yarraman was said to be 'utterly dependent on timber' and 'the prospect of partial or complete closure of the mill, which employed sixty men, shook the township of Yarraman to its very foundation.'²⁴⁴ Finally the Queensland Forest Service acquired the bandsawmilling mill in 1926, thus going outside the Associated Sawmillers cartel and guaranteeing supply to the local mill.²⁴⁵ Pines and Hardwoods of Australia, formerly Queensland Pine Company, formerly a branch of Millars Karri and Jarrah Company Ltd was voluntarily liquidated and the assets, including approximately 2,700 acres (1,092 hectares) of freehold property at Yarraman Creek were put up to tender.²⁴⁶

State sawmilling (1926-1933) and Silviculture

The purchase of the Yarraman Band Sawmilling plant made Yarraman comparable to Imbil and, one could argue, Fraser Island. At all these settlements a 'well-rounded scheme of Forest Service logging, sawmilling, and silviculture upon the valuable State Forests' was to operate.²⁴⁷ The office of the Yarraman Band Sawmill doubled as the administrative centre of the Forest Service until a new office was built in 1934.²⁴⁸

As early as 1920 a nursery had been established at Benarkin and experiments had indicated that hoop pine was likely to be the most successful 'crop'.²⁴⁹ By 1922, 14% of reforestation expenditure was in the Benarkin district.²⁵⁰ A planting programme commenced in 1926 and maize was used as a nurse crop for hoop pine seedlings. Besides this use, the maize was used as a fodder crop for the large numbers of horses employed in plantation establishment. A nursery was established at Yarraman in 1928.²⁵¹

²³⁹ History of Yarraman Forestry District.

²⁴⁰ The Australian Investment Digest, 1921, p. 115 and 1923, p. 173.

²⁴¹ Correspondence between Ian J. McNeil, Metford, New South Wales and Elaine Hughes, Yarraman, 1987 re Queensland Pine Company.

²⁴² The Australian Investment Digest, 1920, p. 261.

²⁴³ Annual Report of the Provisional Board, 1926, pp. 16,17.

²⁴⁴ Report of the Provisional Forestry Board for the year ended 30 June 1926, pp 16,17.

²⁴⁵ Report of the Provisional Forestry Board for the year ended 30 June 1926, pp 16,17.

²⁴⁶ *The Sydney Morning Herald*, 19 January 1928, p. 9.

²⁴⁷ Annual Report, 1926, p. 17.

²⁴⁸ History of the Yarraman Forestry District.

²⁴⁹ History of the Yarraman Forestry District.

²⁵⁰ Report of the Provisional Forestry Board for the year ended 30 June 1926, pp 16,17 Note that this is still quite a small percentage: Gympie district took up 47%, Fraser Island 24% and Atherton 11%.

²⁵¹ History of the Yarraman Forestry District.

Bush fires had devastating consequences, in particular on the young hoop plantations, during 1926 and 1929. Such fires were common along railway lines in the days of coal-fired locomotives. The bandmill at Yarraman was destroyed by fire in 1930; during the period of its rebuilding the Forestry Board was authorised to operate the mill at Taromeo.²⁵²

Pressures on Forestry and the state sawmills accelerated during the early 1930s. The building revival of the period saw timber constituting the biggest proportion of freight on the Brisbane Valley line by 1934²⁵³ and pressures mounted for the alienation of State Forests both for settlement purposes and for timber. Farming associations, Progress Associations, Shire Councils and the general public all pressured for State Forests and Timber Reserves to be thrown open for selection. E.H.F. Swain, Director of Forests and local Member of Parliament, E.L. Grimstone resisted this pressure as did a number of Yarraman citizens, including Mr F. Black the Manager of the Yarraman State Sawmills and Mr R. Martin, Forest Overseer. The group, known as the Yarraman Resources Development League, was formed in 1931 with the object of letting the government know that not all local citizens favoured increasing alienation of land.²⁵⁴

In 1932, after a controversial Royal Commission investigating moves to alienate forested land for settlement in North Queensland and the election of the Labor government, Swain was removed from office and the following year, both Yarraman Band Sawmill and Taromeo State Sawmill were sold to Yarraman Pine Pty Ltd.

²⁵² History of the Yarraman Forestry District.

²⁵³ Hughes, p. 58.

²⁵⁴ Notes on the Yarraman Resources Development League, held by Elaine Hughes, Yarraman.

10.3 CULTURAL HERITAGE IMPLICATIONS

- The siting of towns along the railway line is an important feature of Yarraman and Benarkin.
- The use of a tramway to connect sawmill and railway yards is a significant aspect of Yarraman.

10.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

- The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report.
- Yarraman tramway complex (including tramway and stables camp)
- Mt Binga Fire Tower
- Hill 60 World War I memorial

10.5 SIMILAR SETTLEMENTS

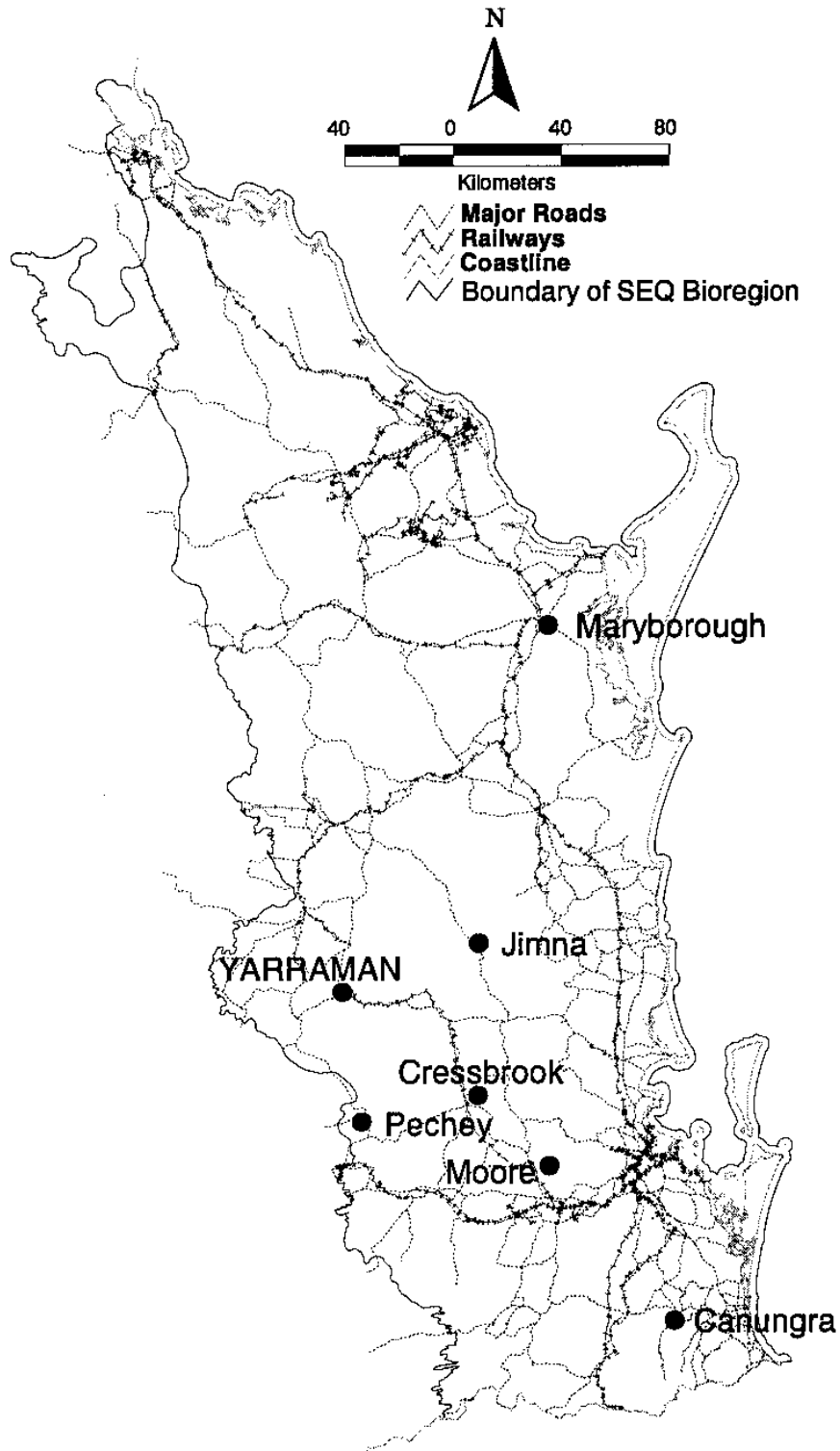
For towns associated with railway development, see 5.1 (p. 33).

Towns where a timber company has played an important role in the development of the town include:

- Maryborough (Hyne & Son, Wilson Hart and Co. Ltd.)
- Canungra (Laheys Ltd)
- Brown and Broad (Moore)
- Jimna (Hancock & Gore)
- Pechey (Munro's)
- Cressbrook (Lars Andersen)

Map 15

Towns associated with important timber companies in SEQ



10.6 BIBLIOGRAPHY - YARRAMAN

Unpublished

Correspondence between Ian J. McNeil, Metford, New South Wales and Elaine Hughes, Yarraman, 1987 re Queensland Pine Company.

Yarraman Resources Development League (photo and attached notes), c/ Elaine Hughes, Yarraman

Forestry Archives

memo from Acting District Forester, P.J. Tweedy, Yarraman 30th March (ref 81/9)

History of Yarraman Forestry District, included as a Memo to Elaine Hughes, Yarraman.

Memo re Fodder costs - snagging plantation thinnings, P.J. Tweedy, Acting District Forester, Yarraman, 30th March, 1962 (SPH/VBC ref 81/9)

Queensland State Archives

LAN/AK 74 (1909-1919) correspondence between Queensland Pine Company and Department of Public Lands re Cooyar reserve.

A/28101 list of shareholders of Queensland Pine Company for 1909.

Government Reports

Kerr, John, Forest industry heritage places study: sawmills and tramways, Department of Environment, Final Draft, October, 1998.

Published

Annual Reports of the Director of Forests for the years 1913, 1914, 1922, 1926.

Burrell, P.J., 'A visit to the Yarraman timber tramway', *Sunshine Express*, May 1971, pp. 70-71.

Report of the Provisional Forestry Board for the year ended 30th June, 1926.

Hansen, J. (comp.), *Back to the Cedars (Upper Yarraman)*, TruCopy Printing and Publications, October, 1995.

Hughes, Elaine, *Yarraman 75 years of rail, 1913-1988, a commemorative booklet*, 1988.

McLean, Peter, Under Secretary for Agriculture, to the Secretary for Public Lands, 21st October, 1889, *Arboriculture in Queensland*, Government Printer, William St., Brisbane, 1889.

Mulholland, W.E., 'They worked hard as any man', *Sundowner*, January 1978, pp. 16,17.

Murphy, J.E. & Easton, E.W., *Wilderness to wealth: being the history of the shires of Nanango, Kingaroy, Wondai, Murgon, Kilkivan and the upper Yarraman portion of Rosalie shire*, W.R. Smith & Paterson Pty Ltd, Brisbane, 1950.

'Pines and Hardwoods of Australia, Ltd. in liquidation', *The Sydney Morning Herald*, 19 January 1928, p. 9.

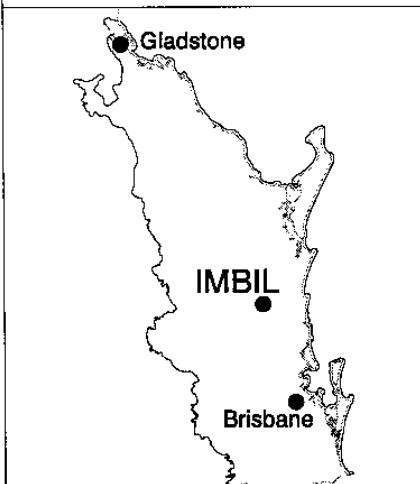
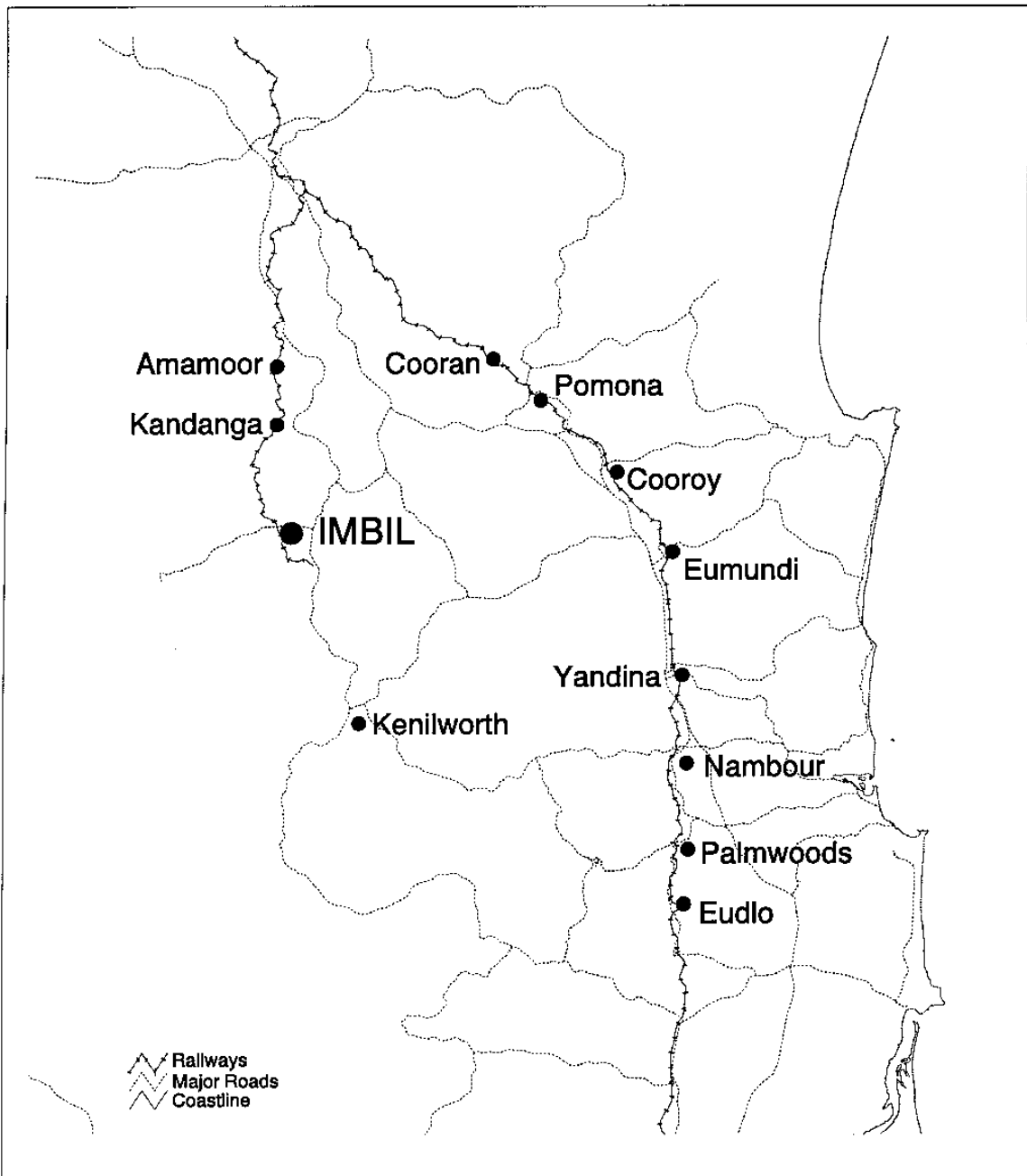
Rucker, Audrey (comp.), *Well Holes to Benarkin, Benarkin State School 1910-1985*, 1984.

Stocks, S.N., *Cradled in the ranges: a history of Blackbutt, Benarkin, Taromeo and surrounding districts*, Cranbrook Press Pty Ltd, Toowoomba, 1988.

Stocks, Syd & Morton, Max *et al.*, *To school along the public way, Blackbutt State School centenary, 1896-1996*, Blackbutt State school, 1996.

The Australian Investment Digest, 1920.

‘Women of the woods revisited’, *Between the Leaves*, Winter, 1994, pp. 8,9



5 0 5 10 15 Kilometers

A graphical scale bar with alternating black and white segments, corresponding to the distances marked above it: 5, 0, 5, 10, and 15 Kilometers.

Map 16
Imbil

11 CASE STUDY NO 6 - IMBIL - EARLY FORESTRY AND HOOP PINE PLANTATIONS

9.1 KEY POINTS

- Important stands of timber were only one of the reasons for the early settlement of the Imbil area, but a significant one.
- Government reservation of large timber resources made the later development of plantation forestry possible.
- Pressure for access to timber strengthened as plans for the railway advanced.
- The settlement grew up on the railway line, which provided a means of transporting timber and other produce to available markets at Gympie and elsewhere.
- The Forestry office and nursery are an intrinsic part of the township.
- Imbil is an example of a town where pioneer work on hoop pine plantations was undertaken during the 1920s and 1930s.
- Imbil was one of the important centres for the displaced people who worked on the forestry plantations after World War II.
- The importance of timber milling in the town is seen in the naming of Lambert Hyne Drive, the road into the town.

9.2 - EARLY FORESTRY AND HOOP PINE PLANTATIONS - IMBIL

Early European history

The first recorded European intruders into Kabi Kabi country were the convict escapees, Graham, Bracewell and Davis.²⁵⁵ In 1842, Andrew Petrie's exploration by boat north from Brisbane took him to a river that he called the Wide Bay River but is now known as the Mary River (so-named in 1847 after the wife of Governor Fitzroy). Near present-day Bauple he met James Davis (Durramboi).²⁵⁶

Pastoralists and graziers soon followed. Early attempts to graze sheep failed, both because the land was inappropriate for sheep and because of the fierce resistance of the Kabi Kabi owners. *The Moreton Bay Courier* advised the 240 immigrants of the vessel *Artemisia*:

Among other mistaken notions that have entrance into the heads of the *Artemisia* people is the idea that the Wide Bay is so dangerous a locality that they are bound to avoid it....²⁵⁷

Squatters persisted and the 1840s and 1850s saw the occupation of a number of runs - Widgee (William and Atticus Tooth), Hinka Booma flats (now Kenilworth - Richard Joseph Smith) and Bluff Plains and Bunya Creek (now Imbil - John McTaggart).²⁵⁸ In 1851 the Commissioner of Crown Lands for Wide Bay discovered gold at Imbil and a short gold rush ensued.²⁵⁹ It was the Gympie gold rush in 1867, however, that sealed the fate of the Mary Valley. Once gold was worked out, many diggers looked to the rich agricultural lands of the Mary Valley, and settlement progressed, aided by the government's commitment to the principles of closer settlement, as witnessed in the *Crown Lands Alienation Act of 1868*. The names of early selectors have continued in use as the name of logging areas in the State Forests and in road and district names. They include John McGill, John Letheren (Amamoor), Zachariah Skyring (Pie Creek), David Groundwater (Eel Creek), Larry Mitchell (Diamondfield) and Mr Tamlyn (Mt Ubi).²⁶⁰

Settlement in the area that is now known as Imbil was, however, sporadic and impermanent. The Imbil Provisional School opened in 1897 but closed in 1906 for want of a teacher. It opened briefly in 1908, but it was not until the arrival of the railway and the sale of town land that Imbil became a permanent establishment.²⁶¹

Imbil Township

Following the opening of the main railway line to Gympie (1891) and increased settlement, pressure mounted for a branch line into the Mary Valley. By 1914, the line had reached Kandanga, and the following year it reached Brooloo, the end of the line. Imbil Station was sold in 1914 and at least 100 people travelled to the Homestead in buggies and on horseback for the auction.²⁶² Ninety-three township allotments were offered and all were sold. Within two years the town boasted 25 buildings including a sawmill, public hall, branch of the Royal Bank, a blacksmith's shop, two general stores and a school²⁶³ (with an enrolment in 1915 of thirty-eight pupils²⁶⁴). A hotel was built in 1917 and two years later the town held its first show.²⁶⁵ The last of the pastoral runs had been sold for selection or as town allotments by 1921.²⁶⁶

²⁵⁵ Pedley, *Winds of Change*, pp. 11,12.

²⁵⁶ Pedley, *Winds of Change*, p.13.

²⁵⁷ Quoted in Pedley, *Winds of Change*, pp. 14-15.

²⁵⁸ Imbil District Management Plan, (DPI Forestry Library) p.5.

²⁵⁹ Imbil District Management Plan, p.5.

²⁶⁰ Imbil District Management Plan, p. 6.

²⁶¹ Pedley, *Winds of Change*, p.129.

²⁶² Kenneth Ernst, 'Imbil - past, present and future', in *Imbil State School Diamond Jubilee Booklet*, Saturday, 2nd October, 1976, p.1.

²⁶³ Ian Pedley, *Winds of Change*, p.193.

²⁶⁴ History, Imbil State school in *Imbil State School Diamond Jubilee Booklet*, Saturday, 2nd October, 1976.

²⁶⁵ Pedley, *Winds of Change*, pp. 193-195.

²⁶⁶ Imbil District Management Plan, p.5.

Timber resources - Brooloo

Andrew Petrie had been alert to the timber possibilities of the areas he explored and timber getters soon followed. During the 1850s, cedar cutters used the Mary River to transport their logs to the mouth of the river and hence to ships for transportation to mills at Maryborough.

The logs were either snigged by bullocks or carried in wagons drawn by bullocks. These were then taken to cleared creek banks and stockpiled. The trees and growth on islands in the Mary River or on bends were cleared so as to give the logs free movement downstream during the heavy summer precipitation. The journey to Maryborough took from a week to a fortnight. They were gathered together on a raft at Tiaro where the tides would normally check the progress of the logs.²⁶⁷

The system was called “freshing” and was incredibly wasteful of timber. During the 1893 flood, over 300,000 feet of cedar from Amamoor were washed down the Mary River with the flood waters and out to sea, logs being found as far as Noosa Heads and Double Island Point.²⁶⁸

Both softwoods (red cedar, hoop pine and bunya pine) and forest hardwoods have been important in the history of the Mary Valley. The area was early recognised as prime forested land, and reservation action began as early as the 1880s. Temporary reservations were made, but the first State Forest was not declared until 1906 when 40,000 acres were reserved at Brooloo.²⁶⁹ Such reservations were not made in order to preserve the forests, but to manage their exploitation. Conflict soon arose as to whose interests such exploitation would serve.

As early as 1904 John Doyle was operating a small sawmill at Kandanga,²⁷⁰ and Albert Doyle is recorded as operating at Cooran between 1907 and 1910,²⁷¹ although it may be that it was actually at Kin Kin. In 1909 he reported that he was preparing to shift his mill from Kin Kin to the Bluff (Kenilworth).²⁷² At the same time as small to medium sawmillers were moving into the area, larger concerns were eyeing the forests of the Mary Valley. Hancock and Gore Ltd were running out of supplies for their mills at Darlington and Melmerby and were on the lookout for further sources of timber. In a letter to the Department of Lands, they appealed for help:

...it is immaterial to us which district is appointed to us, either Colinton or Brooloo, but it is very important to us that we should get to work somewhere²⁷³

Further applications for land at Brooloo were rejected, in part because of transportation problems. The nearest train station was Cooran (22 miles away) and the roads to Gympie (30 miles away) were rough and unreliable.²⁷⁴ Local timber sawmillers also protested at the application, wanting rather that the land and its timber be reserved for small local timber concerns. Resolving the conflict between the requests of the large timber interests and the lobbying of the small local sawmillers and timber workers was not easy, particularly as the Doyle brothers made endless representations to their local member, H.Walker, M.L.A., in conspiratorial tone:

Dear Harry,

...If you cannot get satisfaction from the department officially, perhaps if you have a quite (sic) talk with the Minister for Lands himself and place the matter thoroughly before him²⁷⁵

²⁶⁷ Ernst, ‘Imbil - past, present, future’, p.4.

²⁶⁸ ‘A brief history of the timber industry in Gympie’, in ‘The impact of the timber industry in Gympie’, a contribution by Gympie State High School to the Wide Bay Social Science Project, under the auspices of the National Committee on Social Science Teaching, November, 1976, p. 3.

²⁶⁹ Memo from Director of Forests Jolly to the Gympie Land Agent’s District, 4th June, 1915, QSA LAN/AK 58.

²⁷⁰ Kerr, Sawmills and tramways, p.104.

²⁷¹ Kerr, Sawmills and tramways, p.102.

²⁷² Letter from A. Doyle to Harry Walker, M.L.A., Traveston (date unclear, 1909?) QSA LAN/AK 58.

²⁷³ Letter from Hancock & Gore Ltd to the Department of Lands, 14th January, 1909 (QSA LAN/AK 58).

²⁷⁴ Gilbert Bennett, District Forest Inspector, Gympie Land Agent’s District, memo on ‘Application by Hancock and Gore Ltd for a timber block on State Forest Reserve R135 (W16), parish of Brooloo, 6th May, 1909 (QSA LAN/AK 58).

²⁷⁵ Letter from A. Doyle to Harry Walker, M.L.A., Traveston, date indecipherable, QSA LAN/AK 58.

and again, on the 8th May, 1912:

Dear Harry, I am again going to worry you for timber²⁷⁶

Competition accelerated as pressure for the construction of a Mary Valley branch railway line mounted. The line reached Kandanga in 1914 and Brooloo, where it ended, a year later.²⁷⁷ Although some sales of timber had occurred to placate local interests, Director Jolly, in particular, resisted requests for large scale sales.²⁷⁸ In 1915, David Lahey, Managing Director of Brisbane Timbers Ltd, wrote to the Minister for Lands, in prophetic vein:

We congratulate you on the position you took up with regard to the attempt to induce you to authorise the slaughter of the pine in the Brooloo scrub and also on the suggestion that a part of the timber royalty be donated to reforestation. It seems to us this subject should have been grappled with long since.²⁷⁹

Imbil would now move into the world of government Forestry and lead the way in experimental and then commercial reforestation. In the process, however, much of the scrub of the Mary Valley would in fact be lost, as clearfelling for hoop pine plantations became the norm.

Forestry at Imbil - experimental work and plantations

A number of silvicultural experiments had already been undertaken in Queensland but none had yet proved successful.²⁸⁰ In 1913, calls were first made for experiments in growing hoop pine to be initiated in the Brooloo area.²⁸¹ In 1916 a forest station and nursery were established at Imbil, with the aim of comparing natural and artificial regeneration of hoop pine. Imbil was also proposed as the headquarters for a local training school for foresters and an instructor was to be appointed, although war intervened.²⁸² In mid-1917 slightly over a hectare of scrub near the nursery was felled and planted with both hoop and bunya pine, and is now the oldest surviving plantation at Imbil and therefore the oldest surviving hoop and bunya pine plantation in south east Queensland.²⁸³

²⁷⁶ Letter from A. Doyle to Harry Walker, M.L.A., Traveston, 8th May, 1912, QSA LAN/AK 58.

²⁷⁷ Imbil District Management Plan, p. 5. and Kerr, *Triumph of narrow gauge*, p. 225.

²⁷⁸ Correspondence, QSA LAN/AK 58.

²⁷⁹ Letter from Managing Director of Brisbane Timbers Ltd, David Lahey, to the Minister for Lands, 22nd June, 1915 (QSA LAN/AK 58).

²⁸⁰ See Powell, *People and Trees*, 1998, Appendix 6.

²⁸¹ Annual Report, 1913.

²⁸² Annual Report, 1916 and 1917.

²⁸³ Imbil District Management Plan, p.8



17. Tubing hoop pine seedlings, Imbil, 1939.

(DPI Forestry Library 339 H)



18. Entrance to Imbil Forestry Office, 1920s.

(Department of Environment, 4E/11)

The first experiments with hoop pine plantation establishment involved open root planting of seedlings, but the survival rate was poor. Not until Deputy Forester Weatherhead developed the 'Weatherhead tube', involving the production of seedlings in containers were greater successes recorded. Galvanised iron measuring 15 cms long by 5 cms wide was bent to make a tube, with the edges overlapping and seedlings remained in these containers for about four months prior to planting.²⁸⁴ Hoop pine plantations were so successful in the Mary Valley that by 1973, 90% of the total area of 24,000 acres of plantations in the valley was hoop pine.²⁸⁵

In 1919/20, an office, staff housing and relocated nursery were established at their current site. The nursery operated there continuously from 1921 until 1977 and for most of the period was under the control of J.T. Innes. Other forest stations were established at Derrier Creek, Western Creek, Butler's Corner and at Amamoor and Kandanga. An indication of the importance of Imbil in the total picture of Queensland Forestry is indicated by Table 1.²⁸⁶

²⁸⁴ John Huth, 'Raising hoop pine (*Araucaria cunninghamii*) seedling stock in containers - a historical overview', Gympie, n.d.

²⁸⁵ Australian Forestry Council Meeting, Brisbane - Field Tour Beerburrum-Beerwah Mary Valley, 6th, 7th June, 1973, p.18.

²⁸⁶ Imbil District Management Plan, pp 8,9.

TABLE 1: SOME QUEENSLAND FOREST SERVICE PROJECTS, 1919-20

Type of project	Number of projects		Expenditure (£.s.d.)	
	Imbil	Queensland	Imbil	Queensland
Establishment of forest stations and paddocks	15	40	2015.2.2	5704.3.12
Forestry roads	15	26	4589.19.0	5077.16.7
Silvicultural experiments and operations	17	41	865.17.0	1900.16.5

Imbil was a Forestry showpiece. A vice-regal party visited in 1918 and planted an avenue of hoop pines along the driveway to the Forest Station; interstate and overseas forestry groups who visited included the Australian Forestry Conference (1922), the British Empire Forestry Conference (1928), the Timber Merchants Association (1928) and a Parliamentary Sub-Committee (1930). All planted trees.²⁸⁷



19. Driveway to Imbil Forestry Office, lined with hoop pines planted by Vice-Regal party, 1918.

Department of Environment, 1995

Not everyone, however, saw trees as an important part of the future of the Mary Valley and during the agricultural boom period of the 1920s and 1930s, pressure mounted on the Queensland government to alienate forest land for agricultural settlement. A series of articles in *The Daily Mail*, Brisbane described ‘The war of the Upper Mary Valley’:

²⁸⁷ Imbil District Management Plan, p. 8 & p. 10.

The parties are settlers and potential settlers on the one hand, and the Queensland Forest Service on the other; and the point at issue is the question whether the Brooloo (Imbil) State forest and contiguous timber reserves should remain as such or whether they should be thrown open to dairying and agricultural settlement.²⁸⁸

In 1921 Imbil was a young town, 'virtually a war baby',²⁸⁹ with over 80% of those employed in the Brooloo forest being returned servicemen. The journalist, clearly partisan, argued that the forests provided more benefits than any agricultural pursuits might. Imbil and three nearby towns had eight sawmills, and in Imbil alone three mills²⁹⁰ employed over sixty men. A further sixty were employed in the forest itself.²⁹¹ Given that the population of the town in 1925 was only 190,²⁹² these figures are quite staggering.

Forestry operations continued to expand during the 1930s as plantations increased. Hoop pine grew best on rainforest soils, and in order to establish plantations, scrub was clear felled by hand. Stan Tutt had worked previously in the Kenilworth area, and in 1935 and 1936 he and his brother felled scrub for the forestry at Imbil. They would inspect the area to be felled, and tender for it. Clearfelling involved making a 'drive', a process that could fell up to an acre of timber at a single time.

Now you'd start at the bottom of that gully - a rugged gully - and you'd do what they called "open up". By opening up you'd cut a few trees along the gully so that you got a face on the edge of the rainforest. Now it was then you had the brushers ... the vines were cut 6 feet from the ground at least. They got 15/- an acre which was \$1.50 an acre for doing all that brushing. Now when you got that opened up along the gully you went in and you backed the trees. And backing the trees meant that you only cut them on the uphill side. But you needn't cut them right through, you cut them until you judged that the driving tree you'd selected would carry them out in a drive. Now you might go up and there might be 3 or 4 chains, backing all these trees on the uphill side. Until you came to your driving tree. Now that driving tree would have a slight lean down ... you'd choose a very heavy tree, a big tree ... it probably had buttress roots on it, about 9 to 12 feet up so you'd go up on a springboard and you'd belly cut it. Now the belly cut was important because you had to place that belly cut in the front of the tree so that it'd take the tree exactly onto those trees you'd already backed. A lot would depend on how dense those vines were on the top, because you were relying on those vines to drag the trees and you might have gone out a chain on either side if there were dense vines, and right up level with the driving tree ... then you drove your axe in on that and you cut it down, and this is where you had to be that skilful, that you didn't mess it up, you cut it clean into the tree some two to two and a half or more inches - old inches... then you swung onto the (spring)board and then started on the back of the tree. You cut there until you heard it starting to bleed and groan - you were really murdering that tree - and when it started to creak and groan, you had to watch the top of the tree as you chopped, you could hear the groan. You had to be very careful that there wasn't a wind blowing clouds because that gave you the impression - you know like one train passing another - and when you saw the tree starting to move at the top, towards where you'd nicked all this, you threw the axe on the ground, so that you didn't fall on it, or jump on it, you jumped off the springboard ... and you scrambled back up the hill as fast as you could because you knew that if the vines over here hooked up one of trees behind you they would pull more limbs down where you'd been standing. Now the driving tree would go ... and the roar and crackle - you could hear it three hundred metres away and a good drive would take out half an acre.²⁹³

Work was undertaken during winter and had to be finished by the first of September, so that the felled timber could dry out before being burnt between October and December. Vast quantities of rainforest timber were felled and burned. Now an avowed conservationist, Tutt describes the process.

The fallen timber would be left there - tons and tons of it - a great mass of broken limbs and drying leaves, until about early in November, and they would chose a good day, they'd go around the bottom of this great area and fire it - and the flames would race up the hill. Through all this - a mighty fire, all along this range, I've seen, the scrub fires we used to look for, between the end of October and the beginning of December, it was just like you saw a

²⁸⁸ A.H. Chisholm, 'Tree farming', *The Daily Mail*, Brisbane, March 24, 1921.

²⁸⁹ A.H. Chisholm, 'Mushroom settlements', *The Daily Mail*, Brisbane, March 21, 1921.

²⁹⁰ Including a state run sawmill that operated from 1916 or 1917 until 1929. Kerr, *Sawmills and tramways*, p.105.

²⁹¹ Chisholm, 'Tree farming', *The Daily Mail*, Brisbane, March 24, 1921.

²⁹² Ernst, 'Imbil - past, present, future'.

²⁹³ Interview with Stan Tutt, O.A.M., 31st July, 1997 - tape and transcript Department of Environment.

series of atomic explosions going all up the coast. Mostly scrub fires and of course you destroyed the climax vegetation of centuries.²⁹⁴

Scrub felling was only seasonal work, and many workers were then employed in the planting and weeding gangs. From 1923, the *taungya* system operated in plantations, whereby hoop pine seedlings were planted interspersed with bananas which provided shade for the young trees, and income from the leasing of land for such agricultural pursuits.

Sawmills

The first sawmill to operate in Imbil itself was a state run sawmill on the eastern side of the railway yard, which was in government hands from 1916 or 1917 until it was closed in 1929.²⁹⁵ The Ryan Labor government operated up to six state sawmills as part of its policy of fostering state government enterprises.²⁹⁶ In 1920, the Queensland Forest Service operation of the sawmills was transferred to Forestry.²⁹⁷ The state-run enterprises were a controversial experiment and the underlying political tensions are seen in a series of memos and letters relating to the construction of the Forest Station at Imbil. Timber for construction of the building was supplied by the state sawmill, and led to complaints of quality by Forest Officer Weatherhead. Henry Lee, the foreman on the site and, coincidentally the A.W.U. representative, saw the criticisms as politically motivated. As the Superintendent of Day Labour Works noted in a memo to the Under Secretary and Government Architect, Department of Public Works:

It is evident from the information that I have gathered that Mr Weatherhead, consulting Mr Meyers, a rival mill owner, is voicing his statements, which are designed to throw discredit on the State Sawmill and incidentally on this Department.²⁹⁸



20. Lutton and Sons sawmill, Imbil, 1940.

(DPI Forestry Library 333 H)

Meyer's mill became Lutton and Meyers in 1927 and from 1935 was solely owned by J.W. Lutton. It employed 20 men in its heyday and expanded when John Lutton's son, Len, purchased the sawmill at Brooloo.²⁹⁹ In 1946, when Len Lutton returned from war to work in the family sawmilling business, they were working three shifts of 11 hours and sending timber

²⁹⁴ Interview with Stan Tutt, O.A.M., 31st July, 1997 - tape and transcript Department of Environment.

²⁹⁵ Kerr, *Sawmills and tramways*, p.105.

²⁹⁶ Mills included one at Fortitude Valley, Brisbane, mills at Taromeo, Imbil and Innisfail, the McKenzie sawmill and tramway on Fraser Island and the band sawmilling plant at Yarraman. See Kerr, *Sawmills and tramways*, pp. 34-35.

²⁹⁷ Annual Report, 1920-1921.

²⁹⁸ Memo from Superintendent Day Labour Works to the Under Secretary and Government Architect, Department of Public Works, 're - quality of timber, forest buildings, Imbil' (QSA LAN/AK 116).

²⁹⁹ Martin Hirsch, 'Proud of timber town tradition', *Gympie Times*, 14th June, 1996, p.15.

as far as the Solomon Islands and New Zealand, as well as to Perth and Melbourne.³⁰⁰ Another mill was operated by the Richmond River Timber Company between 1923 and 1940.³⁰¹ Lutton's mill closed in the early 1970s and the other mill was pulled down and rebuilt as Hyne's mill, processing only plantation timber. In 1971 before the closure of both mills, 150 workers were employed by the mills out of a population of 550; Hyne reduced the number of employees to 45, and by 1974 Imbil's population had dropped to 450.³⁰² There is no doubt that timber and forestry kept the town alive.

The situation of Imbil itself suggests huge reserves of forest land behind it. It nestles behind a hill - a small township, with its one hotel, its one local store, its railway station, and its neat cottage for the men engaged in forestry pursuits. The township virtually exists by its forestry operations.³⁰³

Town Life

Hazel Taylor was a young first-year teacher when she arrived in Imbil in 1937:

It was what they called a rural school in those days...Mum wanted me to go to a rural school because they were always in fair sized towns...[the students] came in from all through the Mary Valley and Brooloo..[and] there were about nine or ten teachers.³⁰⁴

During that year, the school was burnt down. No-one knew the cause, but one of the students claimed to have seen a light before the fire started. Travelling swaggies often camped there and there were rumours that one of the teachers ('she was a bit of a wild thing') used to meet a friend on the premises at night.

Hazel boarded at Wallader's, the boarding house run by the wife of Phil Wallader, the blacksmith:

The young fellows that worked in the forestry boarded where I boarded, at Walladers, he was the blacksmith's and the house was behind the blacksmith's shop and all the teachers stayed there at one stage plus a fellow Lloyd Higgins, he was employed by forestry...and Wilfred Harmer who was our Anglican priest used to come down for his meals...they were nice people...who I did know in the forestry was the entomologist, a fellow Alf Brimblecomb, who used to come up from Brisbane...and another fellow was Alan Trist...the main employment in the town was connected with the forestry...because they didn't grow much in the way of crops....³⁰⁵

Hazel remembers going to country dances, an obligatory part of country teaching, and dancing with Bob Stehbens, who worked at the sawmill. He was an excellent dancer, but she didn't know that he'd won prizes for his dancing and would have been nervous to dance with him had she known. Some time in the 1970s, returning from a holiday on Fraser Island, her husband Perc Proctor suggested they drive down the Mary Valley highway to visit her old territory:

...and I said there's only be one person living here that I think I'd know, and who should be riding his bike down the centre of the road but Bob Stehbens, and so he said you'll have to come over and have morning tea...and that's when Bob produced these ribbons and things for his dancing...

³⁰⁰ Martin Hirsch, 'Proud of timber town tradition', *Gympie Times*, 14th June, 1996, p.15.

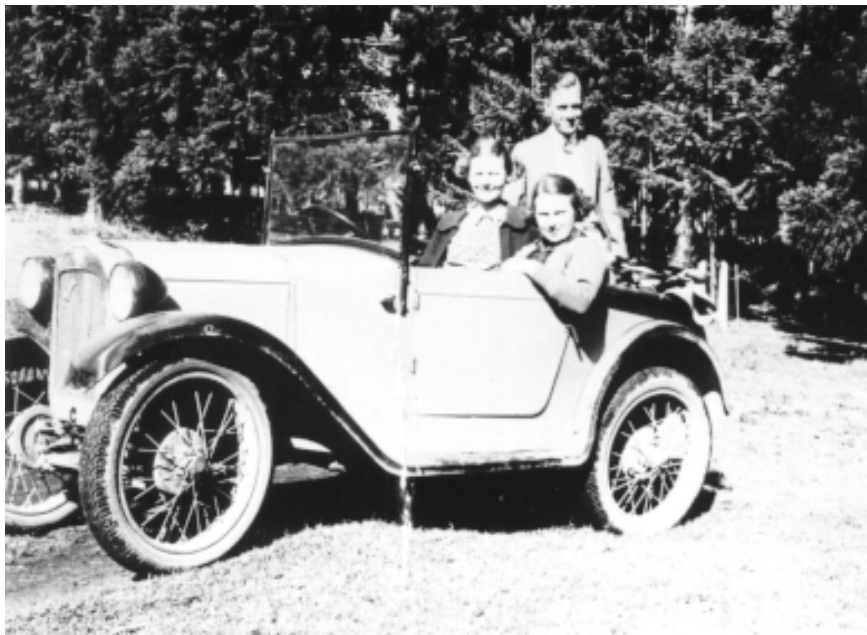
³⁰¹ Kerr, *Sawmills and tramways*, p. 105.

³⁰² Kenneth Ernst, 'Imbil - past, present, future', p.4.

³⁰³ A.H. Thomas, 'A visit to the State Forestry Reserve at Imbil', No IV in a series of articles published by the *Telegraph*, Brisbane, 1931.

³⁰⁴ Interview with Hazel Proctor (nee Taylor), 23rd September, 1997, Department of Environment.

³⁰⁵ Interview with Hazel Proctor (nee Taylor), 23rd September, 1997, Department of Environment.



21. L to R: Hazel Taylor, Ted Quinlan, teacher at Imbil State School, hoop pine plantations in background, 1940.

(Hazel Proctor)

Post-War Displaced Person's Camps

After World War II, Australia accepted 182,000 displaced people from a range of countries, mostly parts of Eastern Europe. Known generically as 'the Balts' (and in some quarters, 'the bloody Balts'), many of these people came to work in forestry operations in Queensland. At Sterling's Crossing near Imbil, 150 people lived in tent camps and engaged in plantation tending work.³⁰⁶ The camp had no electricity, no running water and few conveniences. Only a few of the people spoke English. The camp built its own hall for fancy-dress balls and other festivities; on Saturday many went to the movies in Imbil. The children, as everywhere, were most adaptable and the first to learn English.

*It was the best years of my life! We kids were allowed to run riot through the bush and do almost anything that we wanted to. It was simply fantastic.*³⁰⁷

Imbil Today

The continuing importance of the Mary Valley hoop pine plantations is seen in the establishment of the Melawondi mill, owned by Hyne and Son and opened in 1976. It employs the latest technology and in 1989 moved to the processing of hoop pine exclusively. In the same year, Imbil ceased being a sub-district of Forestry and became a separate district in its own right.³⁰⁸ The pine supplies for the Melawondi mill and the key role of Imbil in Queensland Forestry are direct consequences of work begun at Imbil in 1916.

³⁰⁶ Imbil Management Plan, p.10 and Anon., 'Imbil's very own foreign legion', n.d. (pamphlet held at Gympie Local History Unit, Cooloola Shire Library).

³⁰⁷ Anon., 'Imbil's very own foreign legion', n.d. (pamphlet held at Gympie Local History Unit, Cooloola Shire Library).

³⁰⁸ Imbil Management Plan, p. 11.



22. Imbil township from Imbil lookout, 1995.

Department of Environment 4E/1)



23. Imbil, 1997.

(Department of Environment)

11.3 CULTURAL HERITAGE IMPLICATIONS

- Towns associated with early forestry plantation history are likely to have been of significance during the 1930s and 1940s.
- Maintenance of plantations will have continued, leading to a continuing presence of government forestry operations. Plantation timber may be milled locally, but given improvements to road transport since the 1950s and 1960s, this is not always the case. For example, much of the hoop pine from plantations at Kalpower is

milled at Gladstone. Kalpower retains a Forestry presence, but the town itself is in decline and the school is on the verge of closing (December, 1997).

- In other words, while some towns associated with the plantation phase of Forestry have remained viable communities, they have only done so if other activities, such as agriculture, have been available for employment.

Evidence of Forestry operations, other than the plantations themselves, are likely to include:

- Forestry barracks and offices;
- Nurseries;
- In the town, evidence of prosperity and employment peaks during the 1930s-1950s are likely; and
- School populations figures give a good indication of the vigour of the town in general.

1.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report.

- Imbil Forest Station (including Hoop Pine grove)
- Foreign Legion Camp, Stirling's Crossing

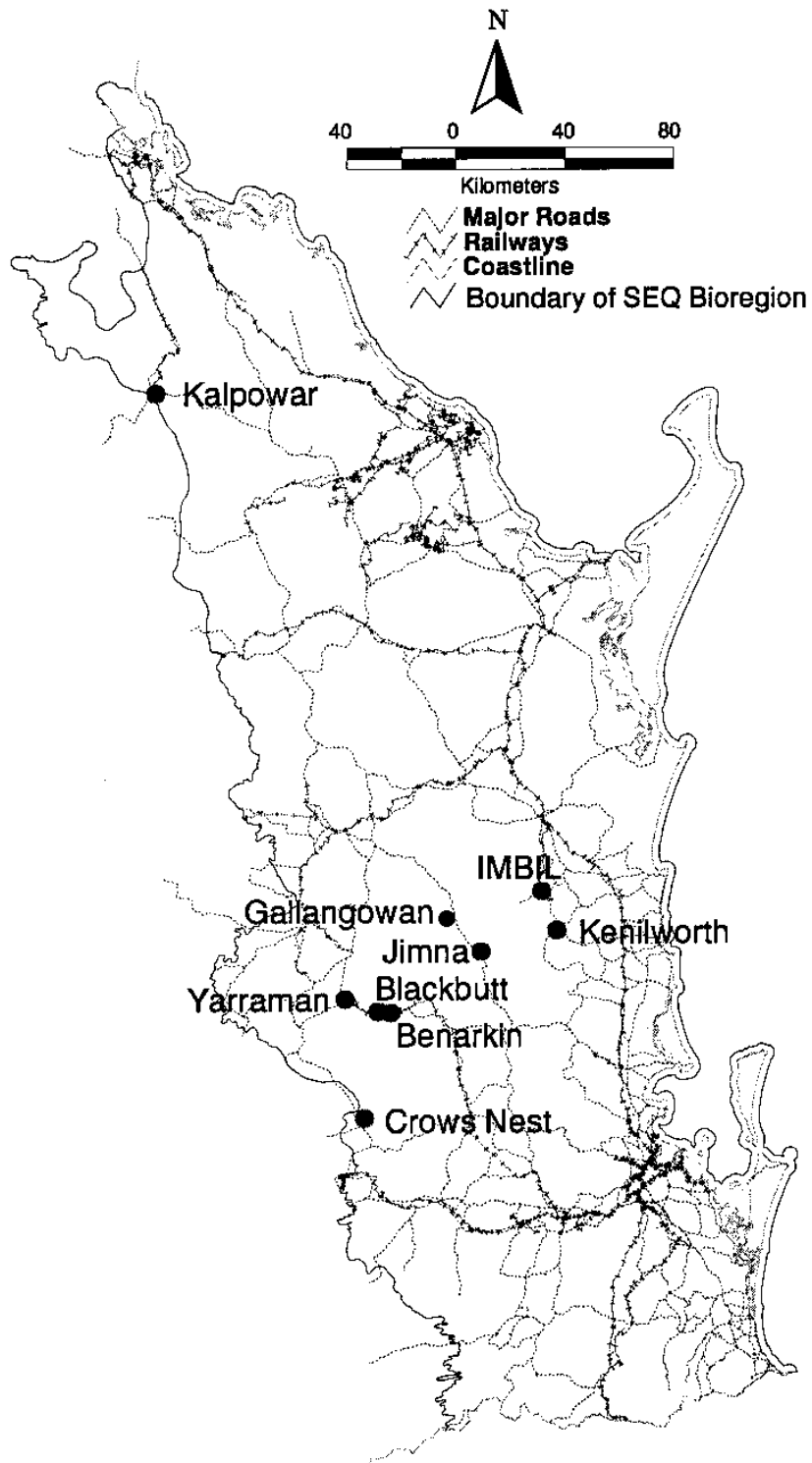
11.5 SIMILAR SETTLEMENTS

Other towns and settlements associated with significant hoop pine plantations include:

- **Benarkin**
- **Blackbutt**
- **Yarraman**
- **Kalpower**
- **Gallangowan**
- **Jimna**
- **Kenilworth**
- **Crow's Nest**

Map 17

Settlements associated with hoop pine plantations in SEQ



11.6 BIBLIOGRAPHY - IMBIL

Published material

Chisholm A.H., 'Tree farming', *The Daily Mail*, Brisbane, March 24, 1921.

Chisholm, A..H., 'Mushroom settlements', *The Daily Mail*, Brisbane, March 21, 1921.

Ernst, Kenneth, 'Imbil - past, present and future', in *Imbil State School Diamond Jubilee Booklet*, Saturday, 2nd October, 1976.

Martin Hirsch, 'Proud of timber town tradition', *Gympie Times*, 14th June, 1996, p.15.

Pedley, Ian, *Winds of Change, one hundred years in the Widgee Shire*, The Gympie Times, 1979.

Thomas, A.H., 'A visit to the State Forestry Reserve at Imbil', No IV in a series of articles published by the *Telegraph*, Brisbane, 1931.

Reports

'A brief history of the timber industry in Gympie', in 'The impact of the timber industry in Gympie', a contribution by Gympie State High School to the Wide Bay Social Science Project, under the auspices of the National Committee on Social Science Teaching, November, 1976 (J.O.L.)

Anon., 'Imbil's very own foreign legion', n.d. (pamphlet held at Gympie Local History Unit, Cooloolool Shire Library).

Annual Report of the Department of Forestry, Queensland Forest Service, 1920-1921.

Australian Forestry Council Meeting, Brisbane - Field Tour Beerburrum-Beerwah Mary Valley, 6th, 7th June, 1973. (DPI Forestry Library).

Imbil District Management Plan (DPI Forestry Library).

Powell, 'Judith People and Trees-draft', Queensland Department of the Environment, 1998.

Huth, John, 'Raising hoop pine (*Araucaria cunninghamii*) seedling stock in containers - a historical overview', Gympie, n.d. (Gympie Research Station, DPI Forestry).

Queensland State Archives

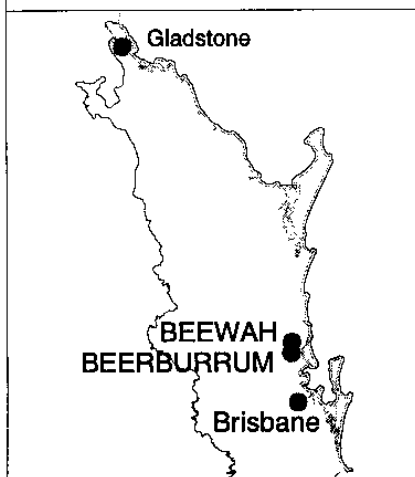
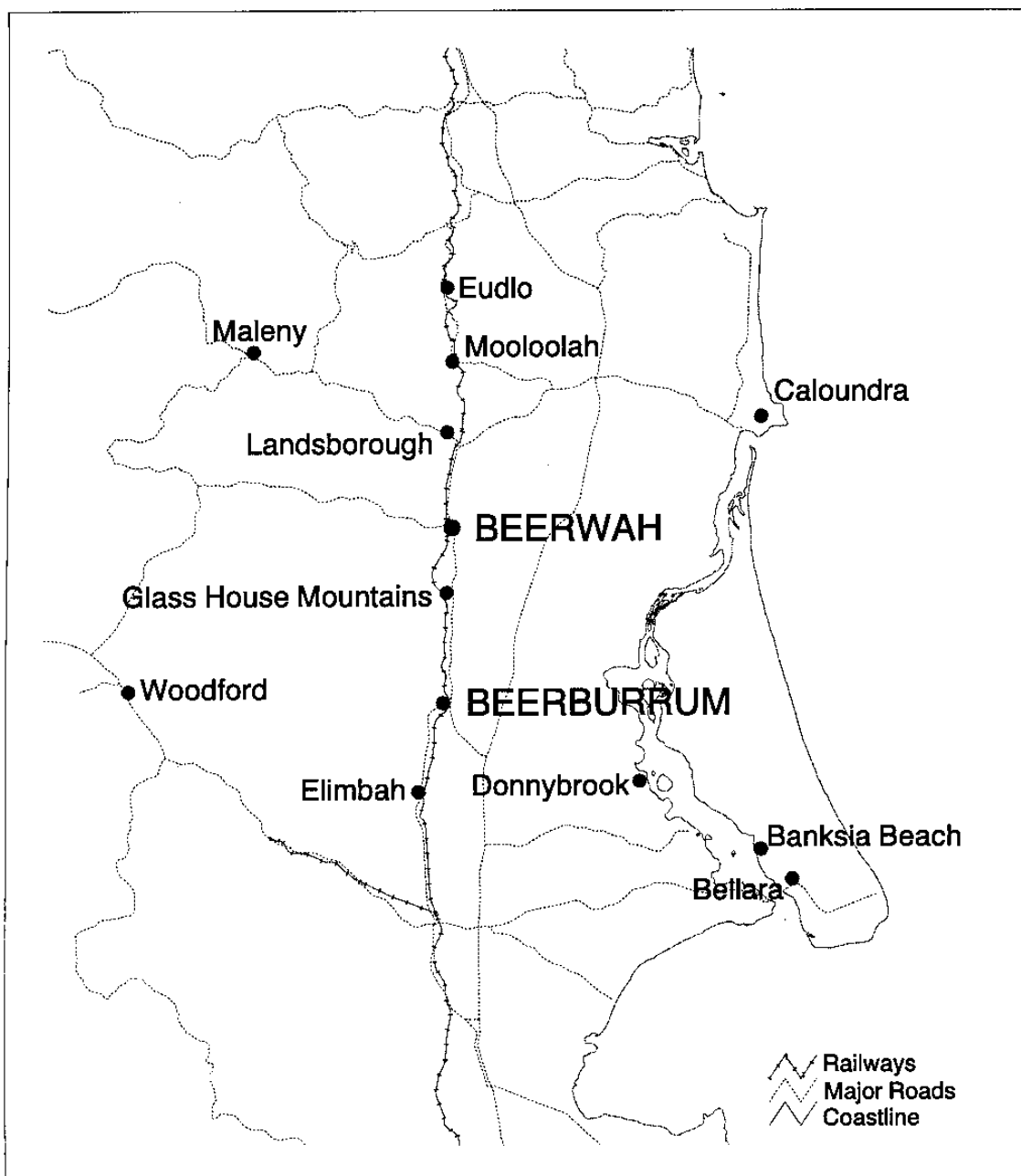
Correspondence concerning the Brooloo State Forest (1909-1915) QSA LAN/AK 58.

Correspondence concerning the construction of the Forestry office, Imbil QSA LAN/AK 116.

Oral Interviews

Interview with Stan Tutt, O.A.M., 31st July, 1997 - Department of Environment.

Interview with Hazel Proctor (nee Taylor), 23rd September, 1997, Department of Environment.



5 0 5 10 15 Kilometers

A scale bar with markings at 5, 0, 5, 10, and 15 kilometers.

Map 18
Beerwah/Beerburrum

12 CASE STUDY NO 7 - BEERWAH/ BEERBURRUM - EARLY FORESTRY AND EXOTIC PINE PLANTATIONS

12.1 KEY POINTS

- From the earliest period of European settlement, timber has been an important part of the life of the Beerwah/ Beerburrum area.
- The key role of the railway in the siting of towns (and in the disappearance of settlements like Campbellville) should be noted.
- The poor quality of the agricultural land of the wallum country has affected a series of developments. The land was available for soldier settlement. Widespread failure of these settlements meant that land was again available when the need arose for suitable land, close to the Brisbane market, for timber production. Trials with various species of exotic pines showed that the wallum country would grow slash pine (*Pinus elliottii*) and loblolly pine (*Pinus taeda*), both originating in North America.

12.2 EARLY FORESTRY AND EXOTIC PINE PLANTIONS - BEERWAH/ BEERBURRUM

North of Brisbane and the Pine River lie the Glass House Mountains. At the feet of these magnificent volcanic cores is flat country now used for pineapples and small crops. To the east, toward the coast, is a low-lying area of wallum country. The small settlements of Beerwah, Beerburrum and Glass House Mountains are found in close proximity; their histories are also closely linked.

Early European history

In 1770, Captain Cook named the mountains known as the Glass House Mountains, although which of the mountains he was naming, and why he chose the name have both been disputed.³⁰⁹ Nearly thirty years later, another great navigator, Matthew Flinders, beached his boat in the Pumicestone Passage in order to investigate and climb Mount Beerburum. The Petries, the Archers, Leichhardt and others followed in the early years of the colony.³¹⁰

The discovery of gold gave impetus to Cobb and Co and a number of staging posts, Caboolture, including Banksfoot House, Coochin Creek (Beerwah) and Mellum Creek (Landsborough) developed along the route to the goldfields.³¹¹ In 1869, William Grigor established a depot at Banksfoot House having selected Portion 1, Parish of Beerwah the preceding year.³¹² Coaches left Brisbane at 5.30 am and arrived at Banksfoot House in time for lunch at 12.30 pm.³¹³

Timber and Campbellville

Timber attracted the early settlers to the Beerwah/ Beerburum/ Glasshouse area. Much of this timber came from the nearby Blackall Ranges. William Pettigrew, the first and greatest timber entrepreneur in Queensland, operated in the Maroochy area in the 1860s. The widow of his engineer, Mrs Francis Dunlop, settled at Bald Knob but it was Pettigrew who was licensee, a clear indication that timber and not agriculture was behind the choice of land.³¹⁴ The sawmiller, James Campbell, was also a large selector in the Maleny area in the 1870s.³¹⁵ Issac Burgess, who had established the Mellum Hotel in 1871 selected Portion 98 Parish of Maleny and was one of the earliest settlers in the area. In 1886, he shipped a red cedar log 247 inches in circumference to the Colonial and Indian Exhibition in England. The log was so big that it was finally blown up, as it was impossible to mill it using known methods.³¹⁶ Some of this selection is now part of Mary Cairncross Park, which gives an indication of how dense the forested areas must have been before the timber getters arrived.³¹⁷

Cedar and pine from the Blackall Ranges and upper Caboolture River was brought to the coastal lowlands where it was hauled to the rafting ground on Mellum Creek. Logs were then floated down to the Pumicestone Passage north of Brisbane for transhipment to James Campbell's mill at Creek Street in Brisbane.³¹⁸ Eventually James Campbell, who had large selections in the Maleny area, established a sawmill at Coochin Creek, another watercourse that disgorges into the Pumicestone Passage. Logs were brought to Campbellville from the Blackall Ranges, either by McCarthy's Chute and then bullock team, or down Hardwood Road. The sawn timber was transported from the mill town by sailing cutter or, from 1883, by paddle-wheel steamer. For seven years there were weekly trips by sea transporting timber to Brisbane. The settlement included a provisional school, wharf, cranes, a township of around 100 people, and eventually a cemetery. It was the ultimate company town: three Campbell sons had important positions at the mill, and at the post office 'tokens were issued for timber or labour supplied and against these, goods and provisions could be obtained'. Campbellville lasted from 1881-1890, when the advent of the railway made the rafting and shipping of logs a less attractive form of transportation. When the mill was closed in 1890, the equipment was transferred to Albion in Brisbane.³¹⁹

³⁰⁹ Cultural Landscape Study, Caloundra City Council, 1996, Vol 1, p.35, F.W. Whitehouse, Early ascents of the Glasshouses, 'Hegbob', 1966, p.72 & L.G. Kleinschmidt, Beerburum/Beerwah Management Plan, September, 1986, p.5.

³¹⁰ Whitehouse, 'Early ascents of the Glasshouses', pp. 73-74.

³¹¹ Kleinschmidt, Beerburum/ Beerwah Management Plan, p. 7.

³¹² Craig Gubby, *Campbellville & cedar days*. 1994, p. 6.

³¹³ Caloundra City Council, Cultural Landscape Study, Volume 1, 1996, p.43.

³¹⁴ Gubby, *Campbellville*, p.2 and Cultural Landscape Study, pp. 36-37.

³¹⁵ Gubby, *Campbellville*, pp. 11-15.

³¹⁶ Gubby, *Campbellville*, p. 14 and Maleny & District Centenary Committee, *Maleny 1878-1978 - One hundred years by Obi Obi waters*, 1978, p. 15

³¹⁷ Stan Tutt, *Sunshine Coast Heritage*, Discovery Press, Sunshine Coast, Qld, 1995, p. 170.

³¹⁸ Kleinschmidt, Beerburum/ Beerwah Management Plan, pp. 7 & 11 and Gubby, *Campbellville*, p. 6.

³¹⁹ For a complete discussion of the mill and township at Campbellville, see Gubby, *Campbellville*. Quote on currency token, pp. 31,32.



24. Coochin Creek, site of Campbellville.

(Department of Environment CS 1E/9.1)



25. Campbellville Cemetery, October 1997.

(Department of Environment 1E/9.1)

Townships - Beerwah and Beerburrum

Two factors contributed ultimately to the character of the Beerwah/ Beerburrum area. One, which created the townships, was the railway and the other was government forestry.

The railway from Brisbane to Landsborough opened in 1890.³²⁰ Although it was the death knell to Campbellville, the mill's second manager, George Campbell, had been a railway advocate.³²¹ At Coochin (Beerwah), there was already a small settlement, including the Coochin Hotel and the Coochin Creek Provisional School (opened in 1888).³²² In 1903, a large auction of 5 acre pineapple farmlets was held on the railway line near Glass House Mountain Railway Station, and pineapples and small crops continue to be the principal agricultural crops in the area.³²³ In 1909 the Education Department changed the regulations and decreased the numbers of students required to open a State School from 30 to 12: Coochin Creek Provisional School became a State School as a consequence.³²⁴ In 1914, Mrs N. Francis gave her impressions of the settlement at Beerwah:

Beerwah in 1914 consisted of a railway station (opened in 1881), sawmill, butcher's shop and store, with about six houses...Mr Winkle possesses the only gramophone in the locality, so was always popular at social functions. Mrs Winkle was the midwife.³²⁵

In 1904, town allotments were surveyed at Beerburrum, but were discarded in 1916.³²⁶ In 1910 Beerburrum became a staff station on the railway line and a station master was appointed.³²⁷ The land around Beerburrum was poor, but this did not affect the decision to establish the largest soldier settlement in Australia there and in 1916 11,600 acres were divided into 320 portions and offered to returned servicemen.³²⁸ A year later, a report noted:

twenty-eight returned soldiers have been allotted an area of 760 acres...11 houses have been erected...ringbarking has been completed on a further 100 acres...several wells have been sunk...a general store has been erected, while the area for township purposes has been reserved.³²⁹

The settlement boosted enrolments at Beerwah State School to over eighty³³⁰ and has left its mark in the number of wells still in existence, the remains of the hospital built in 1919 on the foothills of Mount Beerburrum, and in the name of Anzac Avenue. In most other ways the scheme, as elsewhere, was a failure.

To put men on heavy timbered land to turn it into any kind of farm, after living through a distressing war experience for years, was a cruel, unintelligent thing to do. Shame to the person or persons who thought up this scheme.³³¹

Forestry at Beerwah and Beerburrum

Of more lasting significance for the people and landscapes of the region were moves to control and develop Forestry.

³²⁰ Kerr, *Triumph of narrow gauge*, p. 224.

³²¹ Gubby, *Campbellville*, p.32.

³²² Barrett, Joanna Talberg, *The history of the Beerwah State School, 1888-1988*, Centenary sub-committee, n.d., p.7 and Cultural Landscape Study, p.41.

³²³ Cultural Landscape Study, p.42.

³²⁴ Barrett, *The history of the Beerwah State School*, pp 12-13.

³²⁵ Tutt, *Sunshine Coast Heritage*, p. 69.

³²⁶ Hopkins, *The Beerburrum story*. 1987, p. 18.

³²⁷ Hopkins, *The Beerburrum story*, p. 15.

³²⁸ Cultural Landscape Study, p. 41, Kleinschmidt, Beerburrum/ Beerwah Management Plan, p. 7 and Hopkins, *The Beerburrum story*, pp. 19-20.

³²⁹ Hopkins, *The Beerburrum story*, p. 26.

³³⁰ Barrett, *The history of the Beerwah State School*, p.24.

³³¹ Quoted in Hopkins, *The Beerburrum story*, p.35.

In 1902, the government declared temporary timber reserves on 1,180 acres and in 1903 a further 162 acres were set aside.³³² Depletion of private timber resources was evident by the early part of the twentieth century and moves to develop alternatives were given a boost by the appointment of trained foresters Jolly (1911-1918) and Swain (1918-1932) to the position of Director of Forests.³³³ A number of areas where soldier settlements had failed were acquired for plantations work. Such places include Passchendale, Pechey and, most importantly, the wallum country around Beerwah/ Beerburrum.³³⁴

In 1924, an experimental station was established at Beerwah to trial softwood species from the United States of America.³³⁵ In 1931 the first plantings of exotic pine (slash - *Pinus eliottii* and loblolly - *Pinus taeda*) occurred at Beerwah and a nursery opened. Land set aside for soldier settlements at Beerburrum, but not taken up, was also available and further plantings occurred on this crown land in 1933.³³⁶ Although the planting programme declined during World War II (with only minimal plantings by POWs and internees³³⁷), the planting programme continued after the war, as Table 2 indicates:

TABLE 2 AREAS PLANTED , BEERWAH/ BEERBURRUM (HECTARES) IN FIVE YEAR PERIODS³³⁸

YEARS	LOBLOLLY	SLASH	CARIBBEAN
1930-5	186	525	
1936-40	145	155	
1941-45	144	186	
1946-50	529	663	2
1951-55	360	1,649	9
1956-60	38	1,275	9
1961-65	37	965	32
1966-70	107	2,463	104
1971-75	229	3,370	137
1976-80		2,337	839
1981-85		112	1,055

Initial problems with what was thought to be 'fused needle disease' proved to be the result of phosphate deficiency and were overcome with phosphate fertiliser.³³⁹

³³² Beerburrum-Beerwah State Forest Group Management Plan, Department of Forestry, Queensland, March 1989, Appendix 1, p. 92.

³³³ For an overview of developments in silviculture, see Powell, *People and Trees*, Appendix 6.

³³⁴ John Huth, Forest Technician, Gympie, pointed out the role of soldier settlements in the development of plantations, personal communication, December, 1997.

³³⁵ Kleinschmidt, Beerburrum/ Beerwah Management Plan, p. 11.

³³⁶ Kleinschmidt, Beerburrum/ Beerwah Management Plan, p.14 and Hopkins, *The Beerburrum story*, p. 61.

³³⁷ Forty internees planted pines at Beerburrum. They were based at a camp on the southern side of Tibrogargan Creek. Hopkins, *The Beerburrum story*, p. 68.

³³⁸ Kleinschmidt, Beerburrum/ Beerwah Management Plan, p. 14.

³³⁹ Kleinschmidt, Beerburrum/ Beerwah Management Plan, p. 14.



26. Site of old Beerburrum Nursery, now a quarry, October 1997.

(Department of Environment 1E/23)



27. Remains of arboretum, Beerwah Forest Station, October 1997.

(Department of Environment 1E/23)



28. Bunya Pines, arboretum, Beerwah Forest Station, October 1997.

(Department of Environment 1E/23)

World War Two

Besides the presence of internees and prisoners of war in the forest service, other features of life changed with the advent of war. The School of Arts at Beerwah became an Army store depot and, being on the railway line, soldiers were ever present. As Dell Stokes remembered:

It was an exciting period of my life because there was so much going on! The place was full of soldiers. We watched their route marches through the town. We ran to the troop trains and gave the soldiers pineapples and they paid us two shillings each.³⁴⁰

The Volunteer Defence Corps trained in the pine forests, civilian air raid wardens patrolled the streets at night, and the torpedoing of the *Centaur* off Cape Moreton on the night of 14th May, 1943 brought the reality of war close to home. Two past pupils of the Beerwah State School and four other residents of the town lost their lives during the war, compared with the loss of seven past pupils in World War 1.³⁴¹

³⁴⁰ quoted in Barrett, *The history of the Beerwah State School*, p. 31.

³⁴¹ Barrett, *The history of the Beerwah State School*, p. 31 & 17 & 19.

Post-war Forestry

In 1947, with the expansion of planting at Beerburrum, a new Forestry office, single men's barracks and married quarters were built there.³⁴² Between 1949 and 1954, displaced persons (mostly refugees from Eastern Europe) were sent to work at Beerwah/ Beerburrum. It is difficult to imagine the transition that such people had to make. Stan Tutt was the Union Representative at Beerburrum after the war and became friendly with one of the refugees who had fought with the Red Army at the Battle of Stalingrad. Another, who had been a tank driver with the Red Army, was the first to take a bulldozer to the top of Wild Horse Mountain.³⁴³

Some of these refugees stayed in Forestry for a number of years, and many remained in Australia. For many, however, the traumas they had encountered during the war combined with the difficulties of making a transition to a new country must have proved insurmountable. Absenteeism appears to have been high ('excessive absence from work among the Balts has been noticed')³⁴⁴ and in some cases more serious problems were encountered. In a report from Forest Officer Hopkins dated 16th January, 1950, reference is made to one individual who:

does not like Australia or Forestry. Desires to be returned to Europe, drinks frequently and loses (sic) control of himself, threatening to kill other D.P. Even when sober has same tendencies, others refuse to work or associate with him and cannot sleep because they are afraid of him.³⁴⁵

The Forestry Department was concerned that refugees be offered the opportunity to improve their English skills, and Circular Number 1115, dated 11th July, 1950 notes that:

Every Newcomer is offered free instruction in basic English for a period of approximately one year. The methods of instruction devised are of two kinds, (a) class instruction and (b) Correspondence Course method. A supplementary method is provided by regular broadcasts over the Australian Broadcasting Commissions' network....Where students have to travel from their camp to classes, Forest Officers are to endeavour to assist them to make arrangements for transport but cost of such is to be paid by the students....Whenever there are six or more Newcomers in an area reasonably close to a State School, an approach should be made to the Head Teacher to discover whether he (sic) would be prepared to initiate and conduct Continuation Classes in basic English....The teacher is provided with teaching materials specially prepared and is paid an amount of twelve shillings per hour....Forestry Officers of all ranks are asked to make and maintain efforts to interest all New Australians in courses in English, as this will not only help the Newcomers to become worthy Australians quickly and efficiently, but will make the task of supervision and control of reforestation projects easier and more efficient.³⁴⁶

In 1949 English classes were provided at the Beerwah State School, but the level of interest was not high and eventually the classes were abandoned.³⁴⁷ Later, a number of men took advantage of the correspondence courses offered by the Migrant Education Section in Brisbane.³⁴⁸ By 1954, no separate returns were kept on the numbers of 'displaced persons' employed by Forestry and the District Forester at Monto noted that:

The number of Displaced Persons employed should, in future, be included under the various headings with the totals of Australian employees.³⁴⁹

³⁴² Kleinschmidt, Beerburrum/ Beerwah Management Plan, p. 10. and Hopkins, *The Beerburrum story*, p. 69.

³⁴³ Interview with Stan Tutt, O.A.M., 31st July, 1997, Department of Environment.

³⁴⁴ Memo from Forest Officer Perkins, Beerwah re Displaced persons R 611, Beerwah, 3/1/1950 (Beerburrum Archives Reference 33/3).

³⁴⁵ Handwritten notes, no reference number, dated 16/1/1950 (Beerburrum Archives Reference 33/3)

³⁴⁶ Circular No 1115, signed C.J. Trist (Secretary), 11th July, 1950, Brisbane (Beerburrum Archives Reference 33/3)

³⁴⁷ Letter from Forester, Beerwah to the Head Teacher, State School, Beerwah, 13/9/1949 cancelling English classes, - (Beerburrum Archives Reference 33/3)

³⁴⁸ Memo from Forester, Beerwah, re Migrant Education Section, 10th March, 1954 (Beerburrum Archives Reference 33/3).

³⁴⁹ Memo from District Forester at Monto (B/C copy to Forester A. Gardner, Beerwah) re 'Employment returns - displaced persons' (Beerburrum Archives Reference 33/3).

The 1950s - Ethiopian students

Plantation work continued during the 1950s and the Beerwah/ Beerburrum plantations were seen as key areas in the reforestation programmes of the State. Beerwah township was also thriving: enrolments at the school exceeded 100, after a decline in numbers during the war.³⁵⁰ The exotic pine plantations were vulnerable to fire, and in 1951 the Beerburrum Fire Tower was erected. A phone was connected and during summer it was staffed from 7am to 5pm daily.³⁵¹ The success of pine plantations in the area led to some of the largest private pine plantings when Australian Paper Manufacturers commenced planting. By the 1970s they were planting between three and four thousand acres (800-1,200 hectares) yearly.³⁵²

Given the importance of the area, it is not surprising that former Conservator of Forests, E.H.F. Swain, then working for the Land Agricultural Organization of the United Nations in Ethiopia, should have thought of the area as a suitable one for the practical training of Ethiopian forestry students. In 1953 he wrote to C.J. Trist, Secretary of the Department of Forestry, asking that five Ethiopian students be accepted as students of the Department:

They are young gentlemen, intelligent, earnest, dedicated to Forestry, and nice chaps....They want to do things for themselves - and then for Ethiopia. In a strange new world they need helpful supervisors. For this and other reasons I am bequeathing them to the Queensland Forest Service that it may endow them with the QFS spirit for Ethiopia. Don't expect too much of them at first. But you will all like them. They have not had a regular education. They were minding cattle ten years ago until the Italians were evicted.³⁵³

Ever the enlightened humorist, Swain continued:

If you find it difficult to follow their English, they can converse with you in Amharic, Gallini, Wallegi, French or Italian.

Stan Tutt was put in charge of the first group of students and remembers them well:

When they came their English wasn't perfect, and they had great trouble in the beginning with the food, you see the men's mess was rather rugged, they employed a cook and they ran the mess themselves, the men at forestry, but it was typical Aussie tucker, and the Ethiopian boys weren't used to it.³⁵⁴

He recalls one particular incident:

Wolde had had rabies...they were talking about Mussolini's soldiers, and he stripped his shirt off and there were great big weals across his back and they said 'what's that?' and he said 'rhinoceros hide weapons, Italian soldiers'.³⁵⁵

Wolde Birru was 25 years old in 1953³⁵⁶ which gives an indication of his age at the time of this whipping.

The programme of training that the students undertook gives a good idea of the sorts of forestry activities that were usual during this period. The programme included:

Soil surveys,
Firebreak and road survey,
Survey of 'unplantable' land for felling of timber,

³⁵⁰ Barrett, *The history of the Beerwah State School*, p. 40.

³⁵¹ Hopkins, *The Beerburrum story*, p. 74.

³⁵² Australian Forestry Council Meeting, Brisbane, 8th June, 1973, Field Tour programme, Beerburrum-Beerwah and the Mary Valley (DPI Forestry Library), p.5.

³⁵³ E.H.F. Swain to C.J. Trist, 5th January, 1953 (Beerburrum Archives Reference 5/10).

³⁵⁴ Interview with Stan Tutt, O.A.M., 31st July, 1997, Department of Environment.

³⁵⁵ Interview with Stan Tutt, O.A.M., 31st July, 1997, Department of Environment.

³⁵⁶ E.H.F. Swain to C.J. Trist, 5th January, 1953 (Beerburrum Archives Reference 5/10).

Firebreak construction,
 Clearing for planting,
 Seed collection and extraction,
 Nursery work,
 Communication (phone, radio, road and visual), and
 Fire suppression.

Clearly the experience was successful. After their twelve months' training with the Queensland Forest Service, the students spent two years at the Commonwealth School of Forestry at Canberra. Wolde Birru went on to Germany on a forestry scholarship and the others, having failed to obtain entry to University, were planning to return to Ethiopia. They returned to Queensland for a brief refresher course and spent one month at Beerburum and one month at Imbil.³⁵⁷

1960s-1990s

The Beerwah/ Beerburum area continues to be one of the key forestry areas in south-east Queensland. A new Forestry headquarters was opened at Beerburum in 1958, a new nursery opened in 1968.³⁵⁸ In addition to exotic pine harvested from State Forests in the region, Australian Paper Mills (A.P.M.) and other firms were planting up to 4,000 acres (1,618 hectares) of pine annually.³⁵⁹ By 1989, there were 29 sawmills drawing on the Beerwah/ Beerburum area, 13 of which were located in the area. Employment statistics for the region (based on the Beerburum Forestry Sub-District) indicate the extent to which Beerwah and Beerburum qualify as 'timber towns'.

TABLE 3 EMPLOYMENT IN BEERBURRUM FORESTRY SUB-DISTRICT, 1989.³⁶⁰

Employment	Number of Employees
Logging and Hauling	90
Sawmilling - administration and sales	882
Other indirect employment (calculated using a sawmilling multiplier of 1.9)	603
TOTAL	1,676

In 1994/5, major fires broke out in the Beerburum Forest District and approximately 5,000 hectares of exotic pine plantations were destroyed. Salvage operations led to the storage of 385,000 cubic metres of timber in an irrigated log storage facility near Donnybrook.³⁶¹

³⁵⁷ Correspondence between E.H.F. Swain and the Director of Forests, Brisbane, 1958/9, (Beerburum Archives Reference 5/10).

³⁵⁸ Kleinschmidt, Beerburum/ Beerwah Management Plan, p. 10 & Hopkins, *The Beerburum story*, p. 79.

³⁵⁹ Australian Forestry Council Meeting, Brisbane, 8th June, 1973, Field Tour programme, p. 4.

³⁶⁰ Kleinschmidt, Beerburum/ Beerwah Management Plan, p. 46.

³⁶¹ DPI Forest Service 94-95 Yearbook, p. 5.



29. Main entrance to Beerwah Forest Station, November 1956.

(DPI Forestry Library H 2310)



30. Beerburrum Fire Tower, October 1997.

(Department of Environment 1E/8)

12.3 CULTURAL HERITAGE IMPLICATIONS

- Historic structures associated with the development of Forestry in Queensland include the Beerwah and Beerburrum barracks, offices and nurseries.
- In addition to built structures, important sites include experimental plots, scientific areas and arboreta. The salvage log dump near Donnybrook is a symbol of one of the State's most disastrous fires.

12.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The following places have been identified as of potential National Estate significance. A more detailed description can be found in the National Estate: Place documentation (FAU, 1998b) report.

- Banksfoot House
- Campbellville sawmill complex (including sawmill site and cemetery)
- Beerwah/Beerburrum forestry complex (including Beerburrum nursery, Old Beerburrum nursery, Beerburrum Forestry office, Beerwah Forest Station)
- Beerburrum Soldier settlement complex (including soldier settlement home, well, hospital site, Beerburrum cemetery)
- Scientific Area No 1
- Salvage Log Dump

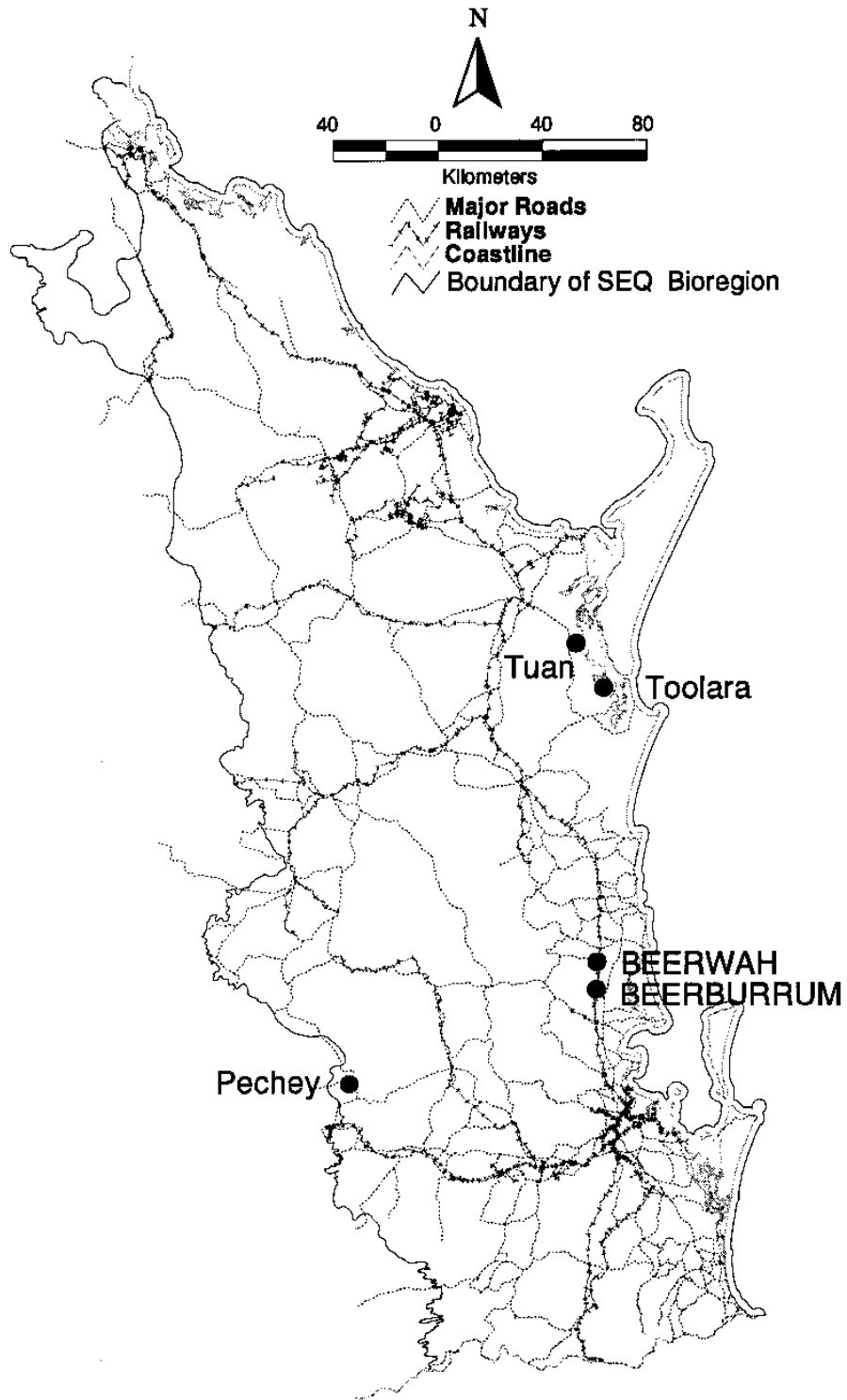
12.5 SIMILAR SETTLEMENTS

The other areas where exotic pine plantation settlements exist are:

- **Toolara/ Tuan**
- **Pechey**

Map 19

Settlements associated with exotic pine plantations in SEQ



12.6 BIBLIOGRAPHY - BEERWAH/ BEERBURRUM

Published material

Barrett, Joanna Talberg, *The history of the Beerwah State School*, 1888-1988, Centenary sub-committee, n.d.

Gubby, Craig. *Campbellville & cedar days*. 1994.

Harden, W.P.H., 'The history of the Peachester and Crohamhurst district', *Journal of the Royal Historical Society of Queensland*, Vol. 3, October, 1940, pp123-134.

Hopkins, Russell. *The Beerburrum story*. 1987.

Maleny & District Centenary Committee, *Maleny 1878-1978 - One hundred years by Obi Obi waters*, 1978.

Tutt, Stan, *Sunshine Coast Heritage*, Discovery Press, Sunshine Coast, Qld, 1995.

Whitehouse, Dr F.W., 'Early ascents of the Glasshouses', *Hegbob*, 1966.

Government reports

Beerburrum-Beerwah State Forest Group Management Plan, Department of Forestry, Queensland, March 1989.

Kleinschmidt, L.G., Beerburrum/ Beerwah Management Plan, September, 1986.

Caloundra City Council, Cultural Landscape Study, Volume 1, 1996.

Unpublished material

Forestry Archives - Beerburrum

33/3 - Employment of Immigrants and refugees and displaced persons

5/10 - FAO students, Ethiopian students

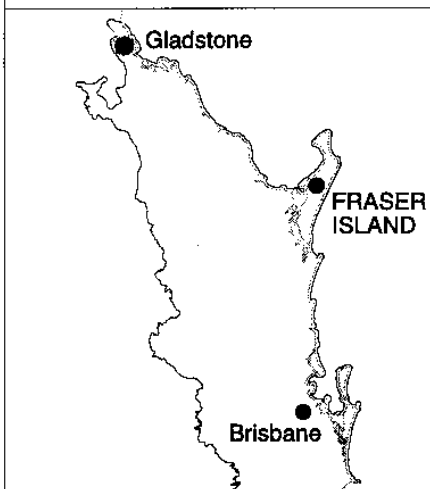
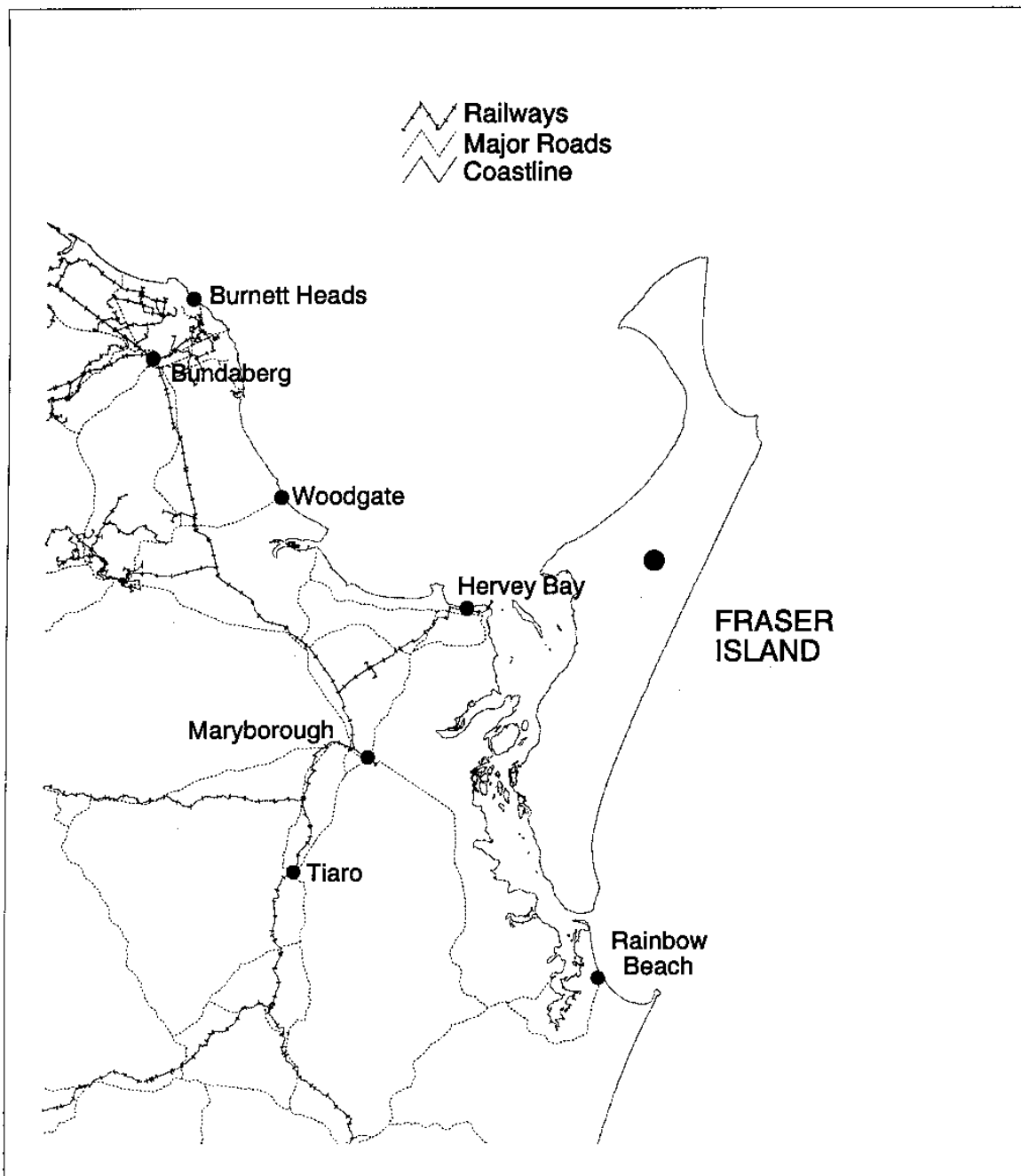
Forestry Archives - Salisbury

1/3/7 - Historical data

1/33 - Historical data

Oral Interviews

Stan Tutt, O.A.M., interviewed 31st July, 1997 - Department of Environment



20 0 20 40 Kilometers



Map 20
Fraser Island

13 CASE STUDY NO 8- FRASER ISLAND - NATIVE HARDWOOD FORESTS

13.1 KEY POINTS

- Fraser Island stands out as the most important historic site of early experiments in planting and silviculture in South East Queensland.
- Some of the earliest timber cutting in Queensland took place during the mid 19th century on Fraser Island, although no physical evidence of this has been located in the course of the Historic Cultural Heritage survey work.
- The reliance on sea transport has led to some significant features. Log dumps, for example, had to be built so that logs awaiting the arrival of punts (themselves dependent on the tides) could be stored.
- The history of Forestry's involvement in Fraser Island is an important one. Not only was it one of the earliest Forest Stations established in the state, but it was one of the areas where native hardwood silvicultural operations were trialled successfully.
- The first National Park on the island was declared in 1971, when the Queensland Forest Service was responsible for National Parks. Many of the signs still in use on the island (directional and interpretative) were produced by Forestry.

13.2 NATIVE HARDWOOD FORESTS - FRASER ISLAND

Fraser Island is the largest sand island in the world, a place of World Heritage significance, the subject of controversy, passion and numerous books. It is well beyond the capacity of this report to deal adequately with the post-contact history of the island. Nor is it the intention of this short report to attempt in any way an overview of what has already been researched in this regard. Rather, this section of the report aims to use Fraser Island as a case study, albeit a unique one, of the role of native hardwood and pine forests in the forest history of the South East Queensland biogeographic region.

The 19th century

Apart from the ill fated crew and passengers of the *Stirling Castle* (wrecked in 1836), some of whom found their way to Great Sandy Island (Fraser Island),³⁶² and a number of convict escapees who lived with Aboriginal tribes in the Wide Bay area³⁶³ the first European visitor to the island was probably Andrew Petrie in 1842. Petrie, together with Russell and Jolliffe, had sailed north from the penal settlement at Moreton Bay, discovered escaped convict David Bracewell near the Noosa River mouth and sailed into the Great Sandy Straits. Petrie named the Wide Bay River (Mary River) and found another escaped convict James Davis near the site of Tiaro. He sailed to Fraser Island in search of any remains of Captain Fraser, and reported on the superb forests he saw there.³⁶⁴ Petrie's explorations opened the way to squatters, who moved into the Mary Valley. The settlement of Maryborough, the development of which is so intimately linked with the history of Fraser Island, was established in 1847 and by 1851 was a thriving township.³⁶⁵

Settlement led to conflict with Aboriginal tribes throughout the Mary Valley. Maryborough's first Magistrate, J.C. Bidwill notes that:

if the population of Maryborough shall continue to decrease, some great catastrophe may arise³⁶⁶,

and in 1853 the town's second magistrate observed:

It is impossible for me to describe the constant state of alarm in which the Townpeople are kept from a dread of the aggressions of the blacks, whose treachery and audacity are almost incredible³⁶⁷.

Fraser Island provided a sanctuary for Aboriginal resistance fighters and the colonists called for action. Richard Jones, Member of the N.S.W. Legislative Council, voiced their concerns and concluded:

This island ought to be visited and examined.³⁶⁸

At the end of 1851, a force of Native Police led by Commandant Walker, Lieutenant Marshall and Sergeant Major Dolan conducted the largest Native Police manoeuvre in the Northern Districts to that time. It is unclear what events took place on the island from the 24th to the 28th December, but the *Moreton Bay Courier* reported that:

rumours are afloat that the natives were driven into the sea, and there kept as long as daylight or life lasted³⁶⁹.

In 1860, the whole of the island was declared an Aboriginal Reserve, in the hope no doubt that the 'problem' was thus contained. Commercial interests intervened, however, and the decision was reversed in 1863 when the timber values of the island were recognised.³⁷⁰

³⁶² Numerous reports on the fate of Captain and Mrs Fraser and crew have been published. See, for example, Barry Dwyer and Neil Buchanan, *The Rescue of Eliza Fraser*, Noosa Graphica, 1986.

³⁶³ James Davis (Duramboi or Thurrimbie) lived with the Batjala people and may have visited the island. David Bracewell (Wandi) claimed to have lived on Car-ree (Fraser Island) for a year. See Raymond Evans and Jan Walker, 'These strangers, where are they going', Aboriginal-European relations in the Fraser Island and Wide Bay region 1770-1905', in Peter K. Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, p. 43.

³⁶⁴ John Sinclair, *Discovering Fraser Island and Cooloola*, Australian Environmental Publications, Gladesville, 1997, pp. 63, 64 and Evans and Walker, 'These strangers, where are they going?', p. 43 & 47.

³⁶⁵ Tom Blake & Richard Allom, *Original Maryborough site. An historical study*, Maryborough City Council, 1988, p. 11 & p. 18.

³⁶⁶ Quoted in Evans and Walker, 'These strangers, where are they going?', p. 50. He was only referring, of course, to the non-Indigenous population.

³⁶⁷ Quoted in Evans and Walker, 'These strangers, where are they going?', p. 50.

³⁶⁸ Quoted in Evans and Walker, 'These strangers, where are they going?', p. 53.

³⁶⁹ Quoted in Evans and Walker, 'These strangers, where are they going?', p. 54.

³⁷⁰ Sinclair, *Discovering Fraser Island and Cooloola*, p. 64.

Early timber getters

Andrew Petrie had reported on the presence of a new species of pine, said to be similar to the New Zealand cowrie pine and subsequently named 'kauri' (*Agathis robusta*, known to the Aborigines as 'Dundathu').³⁷¹ Twenty years after his father's visit, Tom Petrie was persuaded by the timber entrepreneur William Pettigrew to accompany him to Fraser Island and assess its timber resources. Petrie enlisted the assistance of two Aboriginal guides, Dal-ngang and Kerwalli.³⁷² Pettigrew formed a partnership with the Sims family and established a sawmill at Dundathu, about 10 kilometres downstream from the wharf at Maryborough. The first kauri logs from Fraser Island arrived in 1863.³⁷³

As elsewhere, it was the easily worked softwoods that initially attracted timber workers. Prior to the introduction to the island of bullocks, attempts were made to dam the creeks and float timber down the stream to the beach. Walter Petrie described the method in 1922:

The nearest Kauri was 4 miles from the beach, and he [Searey] also [as had Piggott] adopted the idea of transporting them over this distance by damming the creek. Many fine trees were logged...and rolled into the shallow but strongly running creek. The trial dam was constructed at a spot about half a mile below the present Forest Station [Central Station] but although many ways of holding the water were tried out, it could not be prevented from tearing its way through the loose sand, and the attempt had to be abandoned. Mr Seerey (sic) then returned to the mainland and tried to get bullocks.³⁷⁴

Besides being relatively easy to cut, the softwoods had the added advantage of being able to float. Once at the beach, logs could be rafted together and simply punted across the Great Sandy Straits to the Mary River. Tugs were then used to haul the rafts of timber across the straits to Dundathu. Pettigrew converted a sailing vessel, the *Granite City*, for this purpose; another of his vessels, the *Hercules*, was used to take Dundathu employees and their families for picnics at White Cliffs on Fraser Island.³⁷⁵

Early timber getters lived a lonely and dangerous existence. One of the earliest, Jack Piggott (Yankee Jack) may have cut timber for Pettigrew; he was killed by Aborigines in 1864 in circumstances almost impossible to reconstruct.³⁷⁶ In 1877, another timber cutter, John Cunningham, was speared.³⁷⁷ Later timber cutters, Pat Seary, George Dempster and Harry Bristow, appear to have had much friendlier relations with Aborigines and to have developed the sort of personal bonds with the island that is such a familiar feature of Fraser Island history. Mrs Seary (sic) is said to have lived on the island for 15 years without visiting the mainland, and Harry Bristow was still cutting timber on Fraser Island at 70 years of age.³⁷⁸

The 1870s saw increasing activity on the island. Sandy Cape lighthouse was erected in 1870. The Aboriginal mission at North White Cliffs was closed in 1872 so that the land could be established as a 'quarantine station' to handle the large number of immigrants arriving at Maryborough and Gympie. Timber exploitation of Fraser Island also expanded. The paddle steamer *Culgoa* was taking more than 26 million super feet of timber from Fraser Island during this period annually. Satinay logs, native to Fraser Island, were discovered to be resistant to marine borers and in the late 1870s were used in the construction of the Suez Canal.³⁷⁹

³⁷¹ Fred Williams, *Written in sand, a history of Fraser Island*, The Jacaranda Press, Milton, Queensland, 1982, p. 93 and Sinclair, *Discovering Fraser Island and Cooloola*, p. 64.

³⁷² Petrie, *Tom Petrie's reminiscences of early Queensland*, p. 187.

³⁷³ Williams, *Written in sand*, pp. 94,5.

³⁷⁴ W.R. Petrie, 'A note on 'Dundathu' Karui (*Agathis robusta*)', *Forestry Bulletin No 4*, Queensland Forest Service, Department of Public Lands, Queensland, Government Printer, Brisbane, 1922, p. 6.

³⁷⁵ Williams, *Written in sand*, pp. 95 & 98.

³⁷⁶ Williams, *Written in sand*, p. 56.

³⁷⁷ Williams, *Written in sand*, p. 100.

³⁷⁸ Fred Williams, *Written in sand*, p. 102.

³⁷⁹ Sinclair, *Discovering Fraser Island and Cooloola*, pp. 65, 66. In the late 19th century and early 20th century, only logs were considered useful. Satinay had a bad reputation amongst timber getters because of the tendency of the timber to warp and shrink, and sawmillers rejected it.

The value of the timber resources of Fraser Island was recognised when much of the island was declared a 'Reserve for a State Forest' in 1882.³⁸⁰ In the same year, the first attempts at reforestation occurred when District Surveyor McDowall supervised the planting, by the Mitchell brothers and several Aborigines, of 28,450 young kauri pine seedlings.³⁸¹ No attempt was made to thin the canopy and the experiment failed. An inspection in 1903 by the entomologist, Henry Tryon, noted the need for the establishment of such planting of 'our esteemed timber trees on the waste-lands of the State' and the need, therefore, for further research into diseases associated with such plantings.³⁸²

Wilson Hart & Co and Hyne and Son

Pettigrew's commercial ventures had failed during the 1880s and in 1893 he was bankrupt. Other sawmills developed to exploit the rich timber resources of Fraser Island, most notably Wilson Hart & Co. Ltd. (formerly Wilson, Hart and Bartholomew, based at Granville and beginning operations in 1866) and Hyne & Son, whose first mill was established in Kent Street, Maryborough in 1879. By the end of the 1870s, logging of hoop pine, kauri pine and white beech was taking place in Yidney, Woralie and Bowarrady scrubs, cypress pine was being taken from an area between Yankee Jack Creek and Bowarrady and the first logging of hardwood species had begun.³⁸³

In 1904, Wilson Hart & Co. Ltd and Hyne & Son applied for a timber block on Fraser Island and promised to build a tramway to transport the timber if they obtained sufficient supplies. Forest Ranger Burnett marked off a block which included, he calculated, about 3 million super feet of millable timber, in particular tallow-wood and blackbutt. He noted the presence of *Syncarpia hillii*, 'an unknown timber' that might, he hoped, have similar uses to *Syncarpia laurifolia*, which produced thousands of timber sleepers for export to South Africa.³⁸⁴

The companies subsequently purchased 4,333 acres (1,753.5 hectares) in December of that year, but their association with the island was not always a happy one. The tramline was constructed because, as Archibald Meston noted, 'the timber [is] too big for ordinary bullock teams.'³⁸⁵ The tramline into the Bogimbah-Poyungan scrub was built by Edward Armitage, who had built an earlier one for Ramsay's sawmill at Mungar near Maryborough, and the steam loco 'Doris' came into operation.³⁸⁶ By March of 1905 the company was requesting permission to remove the tramline as it was at the end of its use and noted that:

it would be useless for anything else on the island which is merely a barren sand heap, except for the timber on it.³⁸⁷

In fact Wilson Hart continued timber getting in the area until 1912 and between 1905 and 1912, logs (mostly tallow-wood) amounting to 250,000 super feet were punted to Maryborough every month.³⁸⁸ Despite such figures, the company continued to make repeated complaints about the quality of the timber and the costs incurred in transportation. Turpentine (satinay) and brush box were considered useless for market, and in one month in 1909 the bill for stock feed for bullock teams amounted to £100.³⁸⁹ Their complaints were aimed, in part, at obtaining a reduced royalty. In 1911, when both Wilson Hart and Hyne & Son applied to purchase a 3 square mile block of hardwood timber on Fraser Island, it was recommended that although royalty on large blocks should be 8d per 100 superfeet, for smaller blocks the royalty be reduced to 6d per 100 super feet. It was noted that:

³⁸⁰ Karen Townrow (with Leo Cao and John Langford), Postan's Logging Camp, Fraser Island, a cultural heritage assessment, Queensland Department of Environment and Heritage, Maryborough, September, 1993, p. 11.

³⁸¹ Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

³⁸² Letter from Henry Tryon, entomologist, to the Under Secretary, Department of Agriculture, 19th July, 1903 (QSA LAN/AK 23)

³⁸³ Townrow, Postan's Logging Camp, pp. 9, 10.

³⁸⁴ Lands Department, Brisbane, from Forest Ranger Burnett, 12th December, 1904 (QSA LAN/AK 23).

³⁸⁵ Archibald Meston, 'Report on Fraser Island', Queensland Government Printer, 1905.

³⁸⁶ Williams, *Written in sand*, pp. 104-105.

³⁸⁷ Wilson Hart to the Minister for Lands, 24th March, 1905 (QSA LAN/AK 23).

³⁸⁸ Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

³⁸⁹ Wilson Hart to the Minister for Lands, 14th December, 1909 (QSA LAN/AK 23). Stock feed was brought by rail from the Darling Downs and then by ship from Maryborough.

small timber getters have a hard time. They are isolated, they have only one market...their provisions and supplies are expensive...the royalty levied by the government is charged against their accounts by the Mills to which they supply the timber.³⁹⁰

Early days of Forestry on Fraser Island

One of the distinctive features of life on Fraser Island from the early 1910s until 1991 was the close relationship between the owners of timber on the island (the Queensland Forest Service) and those who made their living from its exploitation (whether the logging and haulage contractors or the sawmillers). The two groups lived in close proximity; indeed the movement of Forestry camps in the early period follows the movement of timber getters.

In 1908 Fraser Island was declared a forestry reserve and placed under the control of the Department of Forestry. Initially it was administered by a land-based ranger from Maryborough, but in 1913 Walter Petrie established a permanent Forestry camp at Dipuying on Bogimbah Creek, with a nursery near the old Mitchell plantation site. His brief was to investigate:

- the natural regeneration of eucalypts;
- the treatment of Hoop and Kauri Pine; and
- the acclimatisation of hardy exotic conifers.³⁹¹

In 1916, following the timber getters who had transferred their operations and tramline to Woongoolba Creek the year before, the Forest Station was moved and re-established at Woongoolba Creek, at Orange Tree Camp.³⁹² The name comes from the citrus trees planted at the mouth of the creek in previous years by the Aldridges.³⁹³ A nursery was established and further men employed. Sandflies, still present, drove the residents inland, and in 1917/18 Walter Petrie's son, Rollo, says that a new camp (the 'scrub' camp) was established at what is now Central Station.³⁹⁴ Other reports suggest that the move occurred in 1920,³⁹⁵ perhaps this was the date of the 'formal' move to a new site.

³⁹⁰ Memo from Maryborough Land Agent's District, 6th January, 1911, re Wilson, Hart and Co. Ltd and Hyne and Son of Maryborough, desire to purchase a block of hardwood timber on Fraser Island QSA LAN/AK 23.

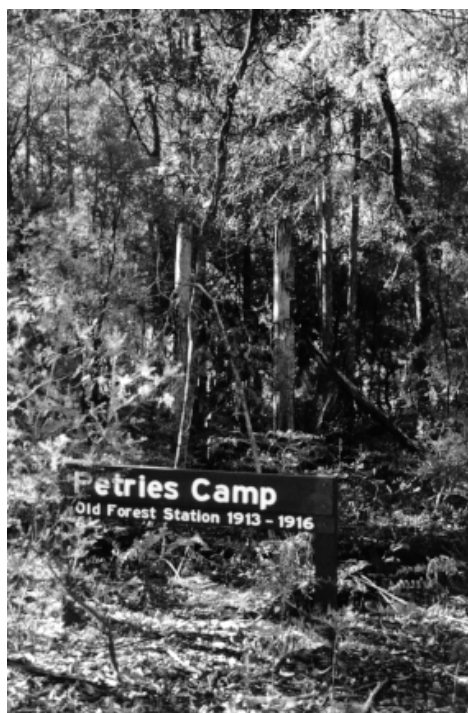
³⁹¹ Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

³⁹² Numerous spellings for this creek exist. Meston (Meston, Archibald, 'Report on Fraser Island', Queensland Government Printer, 1905, p. 9) records 'Wanggoolba' as the name of a creek on the west coast and reports that it means 'Macrozamia'. Other spellings include 'Woongoolba, Wanggoolbva' and variations involving 'woong', 'wang', 'lba', and 'lbva'.

³⁹³ Williams, *Written in sand*, p. 102.

³⁹⁴ Rollo Petrie, *Early days on Fraser Island 1913-1922*, Go Bush Safaris, Gladesville, N.S.W., 1995, pp 16-19.

³⁹⁵ See, for example, the Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30 and Sinclair, *Discovering Fraser Island and Cooloola*, p. 69.



31. Petrie's Camp, Fraser Island.

(Department of Environment 5AA/31)

Walter Petrie and his family remained on Fraser Island until 1922. Views differ on his qualities as a forester. Fred Williams describes him as:

something of a greenhorn. He knew very little about the species and quality of the timber, and the timbermen found they had to act as his advisers.³⁹⁶

Officially he was commended:

for the energy and enthusiasm which he has put into his work and the cheerfulness with which he has borne the unavoidable discomforts.³⁹⁷

During Petrie's time on the island, various silvicultural experiments were undertaken. The planting of exotic conifers was a failure, as had been the plantings of kauri pine. Better results were had with 'improvement felling and ringbarking' which was first trialled in 1913. These procedures showed great promise as far as tallow-wood and blackbutt were concerned but the timber removed was often considered unattractive and was difficult to market. As the Annual Report for 1915 noted:

Given favourable seasons the problem of converting that part of the island which is covered with a dense growth of miscellaneous species into a valuable hardwood area is now reduced to the economic one of finding a sale for this miscellaneous growth, and thus eliminating or reducing the excessive cost of clearing.³⁹⁸

Technical problems associated with the use of certain hardwoods continued and in 1916, 10,000 acres (4,047 hectares) were offered at auction but no bids were received, partly it was thought because of the difficulties of using turpentine (satinay).³⁹⁹ Nonetheless, the New South Wales timber merchant, H. McKenzie undertook to cut and saw 100,000 superfeet a month from 1919 for a ten year period, and built a sawmill and tramway system near the old quarantine station at North White

³⁹⁶ Williams, *Written in sand*, p. 113.

³⁹⁷ Annual Report of the Director of Forests, 1916, p. 4.

³⁹⁸ Annual Report of the Director of Forests, 1915, p. 4.

³⁹⁹ Annual Report of the Director of Forests, 1916, p. 4.

Cliffs. The royalty rates reflect the problems with turpentine and box (2/- per 100 super feet for tallow-wood, blackbutt and red stringybark, but only 9d per 100 super feet for box and turpentine).⁴⁰⁰ The turpentine (satinay) was not milled on the island, but was cut into flitches and taken south to be dried, there being no kiln in Queensland at that point. Only when kiln dried did the timber resist warping.⁴⁰¹ Not until 1925 did local millers begin to take satinay for milling, although the value of the logs as marine piles was already known; Pile Valley on Fraser Island is named for this unique timber.⁴⁰²

Native hardwood operations

Fraser Island was, by the end of the 1910s, one of the important areas controlled by Forestry in Queensland. The island features regularly in Annual Reports: building of a permanent ranger's cottage and station began in 1915; regeneration felling began in 1916 in the blackbutt and tallow-wood areas; a boat was bought for officers in 1917; 10,000 hoop pine and 2,000 other species were planted and 2,000 acres were treated for natural regeneration in 1922; the Forest Service purchased McKenzie's logging tramline in 1926.⁴⁰³

Early experiments with improvement felling had been associated with hoop pine, where pine stands were thinned to leave space for tree development. Further experiments involved the seeding of burnt areas with blackbutt (*Eucalyptus pilularis*) and tallow-wood (*Eucalyptus microcorys*). By the 1920s, more standardised silvicultural techniques were applied in a number of areas, including Fraser Island, Atherton, Dalby, Benarkin, Goodnight Scrub and the coastal areas between Brisbane and Gympie. The methods of treatment involved the destruction of useless stems and the thinning of species not considered desirable. At Fraser Island alone, burning at the time of seedfall was undertaken and seedlings of desired species were planted in gaps in the forest.⁴⁰⁴

During the 1920s, a management plan for the island was prepared which involved:

The liberation, re-generation and fire protection of Eucalypt areas; the improvement of the Satinay and Brush Box stands by ringbarking [of useless trees] and the planting of poorly stocked areas with conifers, Hoop and Kauri Pine, and in the Cypress areas, regeneration treatment, planting of understocked areas with more valuable softwoods and fire protection for all treated areas.⁴⁰⁵

Hardwood regeneration prescriptions were laid out by Swain in 1924 and treatments were conducted during the 1930s. During this period, selective logging was monitored by forestry officials, and girth limits determined the trees that could be logged. In 1938 logging regulations changed with the introduction of tree marking procedures. The forester would mark trees for removal by 'branding' the tree with a crown hammer. Such removal was either for timber or because trees were deemed defective in some way. In this way more trees were removed by the logging contractors, not just as part of timber-harvesting but as part of the forester's silvicultural plans to improve and manage the forest.⁴⁰⁶

Fire Management

Associated with native hardwood forest management is the issue of fire. As early as 1924, Swain had observed that blackbutt appeared to require a regeneration fire⁴⁰⁷ and the Management Plan written in the 1920s noted that fire exclusion led to the

⁴⁰⁰ Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

⁴⁰¹ Petrie, *Early days on Fraser Island*, p. 14.

⁴⁰² Fred Williams, *Written in sand*, pp. 121,122.

⁴⁰³ Annual Reports: 1915, p. 4; 1916, p. 4; 1917, p. 1; 1922, p. 6; 1926, p. 5.

⁴⁰⁴ Peter Holzworth, 'Looking after the estate, a history of major forestry themes in Queensland since European settlement', paper delivered at the conference Understanding the Forests, Gympie, October, 1996, p.8.

⁴⁰⁵ quoted in Fisher, W.J., 'Forest management practices on Fraser Island', in Peter K. Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, p. 214.

⁴⁰⁶ Fisher, 'Forest management practices on Fraser Island', p. 215.

⁴⁰⁷ Fisher, 'Forest management practices on Fraser Island', p. 211. See also R.L. Specht, 'The effects of fire on the Fraser Island Ecosystems', in Peter K. Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, pp. 139-146.

proliferation of certain species, e.g. cypress, box, turpentine and bloodwood.⁴⁰⁸ In the early part of the twentieth century forestry had followed a policy of fire exclusion and Annual Reports give details of work carried out on fire breaks. Gradually, however, it was realised that fire played an important role in silvicultural work and controlled burning became a common practice, as did the practice of conducting fuel reduction burns.

Life at Central Station

Increasing use of silvicultural techniques and exploitation of the timber stands on the island led to an increase in the numbers of forestry officials living and working on the island. Sandy Luck, Brian McGann and Jimmy Campbell were all students at the school at Central Station in 1937 and remember their days there in great detail.⁴⁰⁹

Brian McGann arrived, aged seven, in 1935. Supplies came by government vessel, the *Relief*, which came into Panama Creek for unloading. When Brian arrived they travelled from the creek with the stores by German wagon with five horses to Central Station. About thirty or forty people lived there, including 'juveniles'. These were unemployed men who gained employment in Forestry: Brian and Sandy remember that most of them enlisted at the start of the war and a number of them were killed in New Guinea. Sandy remembers that Central Station consisted of 16 houses and a number of bark huts (including four for the cutters), a school, garage (that doubled as a dance hall), a truck shed, tool shed, forge and horse stables. Other than Forestry workers, there were the dugong fishermen, the Belletts, at Bogimbah and a number of cutter's camps.

Fraser Island was an isolated, if enjoyable, place to live. Stores only came once a fortnight and, with no refrigeration, fresh meat lasted only a few days. Brian recalls:

By the end of the fortnight your corned meat'd be finished and you'd be living on tinned meat. What we used to do, we'd go down and trap these pigeons and our mother used to cook them. That was a bit of fresh meat - other than fish, that was the only fresh meat you saw.⁴¹⁰

It is difficult to imagine that the students were very interested in school work, given the diversions of crabbing and fishing and trapping. One teacher, Pat Hearne, had a school concert and the seed shed was decorated for the occasion with palm fronds. On other occasions the seed shed was used for dances and people came from the mainland with boxes of Cascade Lager. As Jimmy wryly remembers:

They used to all come from the Bay...they'd dance till midnight and then they'd go to the lake for a swim, and they'd never let us go, you know!⁴¹¹

⁴⁰⁸ Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

⁴⁰⁹ The following relies on interviews conducted by Fiona Botham and the author with Sandy Luck, Brian McGann and Jimmy Campbell at Tiaro, 15.10.1997 (tapes held by Queensland Department of Environment). Also see 'Sandy's Story', some reminiscence of Sandy Luck about forest history on Fraser Island from 1937 onwards. Told to Peter Holzworth, District Forester, Maryborough in February, 1990.

Rollo Petrie says that the Woongoolba State School opened in 1918 with 8 children, had a peak enrolment of 40 and closed during the war. This is, presumably, the school situated at Central Station. See Petrie, *Early days on Fraser Island*, p. 21.

McKenzie operated only from 1918 until 1925, when it was taken over by the Queensland Forest Service.

⁴¹⁰ Brian McGann, interview 15th October, 1997, Department of Environment.

⁴¹¹ Jimmy Campbell, interview 15th October, 1997, Department of Environment.

The school had about fourteen pupils and the teacher, Jack Bylthe, lived in a hut in the Central Staion, but took his meals with the parents of his pupils. He added to the life of the station in more than simply educational ways. As Brian recalls:

he must have known a bit about wireless, because they ran two wires from his wireless in his hut over to our house which was 70,80 100 yards away and put a speaker in our place, and then at night time, Jack used to plug these wires into his wireless and my father could hear the news at our place, and that was our share of the wireless.⁴¹²

Radio was an important means of communication. In 1940 when Mrs Wegner won £100 in a Melbourne Cup sweep, the only way her mother could get a message through to her on the island was to persuade Maryborough radio Station, 4MB, to put across a message telling Mrs Wegner to contact her mother as soon as possible because there was good news for her. There was no telephone, of course.

Isolation was a real problem. Brian was not yet aged ten when he had a tooth removed on a trip to the mainland. On return to the island, infection set in and Brian was unconscious for three days. Every day his father walked to the west coast, climbed a tree, and kept a look out for a boat. Brian survived!!

For children, life was idyllic: they walked, fished, swam and in general were free to wander wherever they liked. Fraser was theirs and even 60 years later they retain a proprietorial attitude toward the island.

Logging and hauling contractors

From the beginning, the two key sawmills involved in Fraser Island were Wilson Hart & Co. Ltd. and Hyne and Son.⁴¹³ Both sawmillers required contractors to log and haul the timber, and punts and barges to transport the logs.



32. Carting turpentine logs, Fraser Island.

(Joe Cunningham)

During the 1930s, changes to cutting and hauling of logs occurred with the arrival of trucks and tractors and, in the 1950s, the introduction of the chainsaw.⁴¹⁴ Transport was dependent on tides, and log dumps were built at key points on tidal streams on the west coast. Different log dumps came into use as logging operations progressed from one timber block to the

⁴¹² Brian McGann, interview 15th October, 1997, Department of Environment.

⁴¹³ McKenzie operated only from 1918 until 1925, when both mill and tramline were taken over by the Queensland Forest Service.

⁴¹⁴ The following relies on Karen Townrow (with Leo Cao and John Kangford), Postan's Logging Camp, Fraser Island, a cultural heritage assessment, Queensland Department of Environment and Heritage, Maryborough, September, 1993, pp 13-17 and interviews with Jimmy Campbell and Joe Cunningham conducted by Fiona Botham and the author, Tiaro, 15.10.1997.

next.⁴¹⁵ At one such dump, Poyungan, two identical dumps were built, one for Wilson Hart and one for Hyne. Work was always dangerous, and Joe Cunningham experimented with different methods of loading logs from these dumps onto the waiting barges.



33. Poyungan Log Dump, Fraser Island, August 1997.

(Department of Environment 5AA/25)

⁴¹⁵ Karen Townrow notes that there were originally 18 blocks available for logging on the island, but this number was reduced to 14 when the northern part of Fraser island was declared a National Park. Townrow, Postan's Logging Camp, p. 14.



34. Loading logs onto barge, Poyungan Creek, 1956.

(Joe Cunningham)



35. Frank Hall and Jim Campbell building Bogimbah log dump, Fraser Island, 1960s.

(Joe Cunningham)



36. Bogimbah Log Dump, Fraser Island, August 1997.

(Department of Environment 5AA/35)

The number of contractors varied over time. In the 1950s there were six contract haulers, in the 1960s there were eight. Each employed on average two cutters (paid piecemeal) and two to five haulers (on wages). The operators were contracted to either Wilson Hart & Co. or Hyne and Son.⁴¹⁶

Joe Cunningham first went to the island in 1945, at the age of seventeen. He worked for old Andy Postan who was camped at the head of Yankee Jack's Creek. They cut piles for the Department of Harbours and Marine who were then installing lights in the Sandy Straits. After working for Andy for two and a half years, he worked for Lawrie, hauling and snigging. They worked for ten days and came back to Maryborough for four. After working in New Guinea, he returned to the island in 1958 and stayed until 1973. At no stage did he ever have a written contract with Hyne, and that all agreements were verbal. By the 1970s, when he and Andrew Postan were the sole contractors on the island, Hyne and Son were reluctant for him to sell out to Postan, presumably on the grounds that this would leave a single contractor to dominate the industry.

Timber work was always dangerous and Joe tried to improve working conditions by using better machinery. Numerous experiments led to him using a scoopmobile with rubber tyres.

I wanted to find some way of taking the danger out of it, and I went to a fair bit of expense doing this, and wasted my money... I had a man lost both his legs on the island, you know, and these sort of things....through his own fault I suppose, but a capable fellow, a real good timber man, just did something silly.... so I went to Brisbane and I bought an old scoopmobile, an old LD7 scoopmobile and I brought it home and I put log forks on it, got it ready to go... they were good the scoopmobiles, because the old LD7 it had two six inch lifting rams, like it had terrific lifting power, you know [the LD5 only had one six inch] but the old LD7 was that far against its competition, nobody's sort of given any credence at all, you know, just a scoopmobile, nobody wanted a scoopmobile, but they were a WONDERFUL old machine, you know, and we could lift logs as big as a pumpkin, what you couldn't do with them after a while, you'd get to know ... the driver'd go back and they'd just rake the forks behind them where the back wheels'd going to be, about 2 or 3 inches, and they're marvellous the difference it made what you could lift..that took all the danger out of it..it was just so easy...two men with better gear did what I had about 5 men doing before...⁴¹⁷

⁴¹⁶ Townrow, Postan's Logging Camp, pp. 13,14.

⁴¹⁷ Joe Cunningham, interview 4th December, 1997, Department of Environment.

Besides improvements to machinery operations, new machines improved life on the island. Joe had bought a boat, but ended up with an aeroplane, a 182 Cessna. He knew little about air safety:

In that period, Donny Adams started on the island and we got tangled up with him and Reggie Barnwell and we built the strip at Orchid Beach and we built the strip at Lady Elliott Island, you know, and sorta we didn't think, we had no idea what an aeroplane could carry. Whatever you could put into a 182 they could handle, oxy bottles, and radiators and transmissions out of John Deere skidders and terrible things, if you'd ever had an accident, you'd be dead, you know, but the thing is, you didn't have an accident...I had an oxy bottle roll over and knock my window out in that 182...every week we did two trips, we'd go over Monday morning it only took about 12 minutes.each way....take one mob over and go back and take the other over, and the same on Friday⁴¹⁸

One of the reasons for improving transport was that Joe and his family no longer lived on the island all year round. Initially they had, but when their children's schooling became a problem they moved to the mainland. They had tried to enrol the children in enrolment courses, but it wasn't a great success as Joe remembers:

[the kids were] bloody uncontrollable, the punt'd come in and they'd be sitting looking at the punt, and I'd come in and give them a bloody hiding and send them home to do their homework and the next load'd come in and they'd be sitting looking at the punt - it was hopeless⁴¹⁹

It was easier to live on the mainland and come to work on the island from Monday to Friday. Joe's camp at Bogimbah had originally been the family's island home, but now became the base for Joe and his workers.

The camp itself was just a verandah with four rooms...there was a verandah along the front... it was only galvanized iron...we had a big tank there that we used to pump water from Bogimbah creek, about a mile and a half away, and I got the bloodwood posts - beautiful bloodwood posts...in the 72 cyclone, that tank was only about half full of water, it shook the tank that bad it broke it through, it was bugged...old Andy Anderson was the forester, and he kept wanting to charge me for those bloodwood posts you know...I always stuck out that a timber contractor is allowed to have enough timber for his camp, I never paid for them, but they were beautiful clean bloodwood posts - we had a shower under that...[after he left in 1973] forestry just pushed that over in the finish, I sold it to a fellow when I left there and he was a bit of a druggy and ...they tell me he was growing a bit of marijuana down in the bush, you know, and I think all we had was an occupational lease on three acres and they continued it for him but I think - anyway they eventually bulldozed the whole thing down, that kitchen was brand new...⁴²⁰

⁴¹⁸ Joe Cunningham, interview 4th December, 1997, Department of Environment.

⁴¹⁹ Joe Cunningham, interview 4th December, 1997, Department of Environment.

⁴²⁰ Joe Cunningham, interview 4th December, 1997, Department of Environment.



37. Bogimbah camp, early model Land Cruiser

(Joe Cunningham)

In 1973 Joe Cunningham sold his equipment to Andrew Postan. Andrew retired in 1977 and his son, also named Andrew, ran the business until logging ceased on the island in 1991.⁴²¹ During the 1980s, 40% of the timber needed by the mills in Maryborough came from Fraser Island.⁴²²



38. Postan's Logging Camp, Fraser Island.

(Department of Environment)

⁴²¹ Townrow, *Postan's Logging Camp*, p. 16.

⁴²² Williams, *Written in sand*, pp. 122, 123.

13.3 NOTABLE FRASER ISLAND PEOPLE

More than most histories Fraser Island's is the story of individuals. Only in the last decades have visitation numbers increased, and for much of its non-Indigenous history the island has had relatively few occupants. Some of these lived on the island for most of their lives; most of them are characters. Table 4 is not exhaustive. It is compiled from the references given in 13.7 and oral interviews.

TABLE 4 NOTABLE FRASER ISLAND PEOPLE

Person and date on Fraser Island (if known)	Job
Armitage, Edward	Contracted to punt (with the steam tug <i>Geraldine</i>) logs for both Wilson Hart and Co. Ltd and Hyne and Son once a week - i.e. a load per mill per fortnight.
Barry, Johnny	One of the 'juveniles' who worked, many at Lake Birrabeen. Killed in action in New Guinea. during World War II.
Bellart, Hans	Owned dugong rendering works on the site of the Aboriginal mission at Bogimbah.
Bendy, Frank (Bendy)	Bought the <i>Geraldine</i> from Armitage when he retired.
Bennet, Elly	Lived between Wangoolba Creek and North white Cliffs, a good boxer, worked bullocks for Stan Jennings, the contractor before Sengstock.
Berthelsen family	Worked area at Deep Creek (Joe Cunningham took over here).
Clark, Bungi	Aboriginal employee (of Forestry) who worked at Yankee Jack House.
Cornwall, Claude	Camped at Lake McKenzie, used a TD9 and a Diamond T 6H6 and 2 Gms. Took timber from Ding Donga Creek.
Cunningham, Joe (1945 -1948; 1958-1973)	Logging contractor. Shifted from Deep Creek to Bogimbah, planted coconut trees (remaining) there, sold out to Andy Postan.
Dempster, George	Took over Bogimbah house.
Epps, Fred and Vi (1921)	Forester and his wife.
Fletcher, Toby	Dept of Forestry dozer operator (used a D4) - airstrip named after him.
Lack, Jacob (Jake)	Timber cutter who lived in shack with citrus trees in Compartment 6, Poyungan. Cut for Andy Postan (Sen) and had a boat called the <i>Orient</i> and a Blitz truck. Moved to another site in 1951.
Luck, Sandy (b. 1930 Manumbar) (1937-1995?)	Went to school and then worked as a timber cutter and in Forestry from 1950s until retirement in 1996.
Madden, Tommy	First on Fraser Island to use a D6 (employed 2 cutters).
Markwell, Don	Forester in charge of Central Station (Markwell's Lookout); his daughter Betty married a Chard (Chard's Rocks).
Matheson, Christy & Matt, from 1884 - family still operate ferries to Fraser Island	Danish brothers who operated a flat-bottomed barge
Matheson, Charlie, 1920s	Nephew of Christy Matheson. Puntman. Owner of the <i>Palmer</i> (wrecked at Deep Creek).
Nicks, Claudie	Forest Overseer at Red Lagoon with 6 staff.
Nugget	
Petrie, Walter, 1913-1922	First government Forestry official sent to the island.
Piggot, Jack (Yankee Jack)	Timber getter killed on Fraser Island in 1864.
Postan, Andy (Senior)	Had a logging camp near Sheep Station Lagoon in the 1940s. Established Postans camp in 1940s (used bus - mobile camp - to get to sites); in 1956 Silver City was the centre of logging for Andy and Laurie (named after paint used after found on beach).
Seary, Pat and Mrs	Got permission to take the first bullocks to Fraser, Pat looked after the telegraph line to Sandy Cape - his wife lived on island for 15 years.
Seelke, Bill	First to haul tallow-wood to Urang dump.

Sheplevine, Teddie	Used cattle yards at Semaphore Creek and was lighthouse keeper there.
Sorrensens, Peter	Worked in Poyungan scrub for sawmillers. (On one side of the tramline were the cutters working for the mill and on the other, independent cutters and haulers) He had to hand feed bullocks because they worked constantly - eventually he had three teams and rotated them.
White, Jimmy	Bought out Tommy Madden and had 2 GM trucks - family business with four cutters.
Williamsen, Ray	Forestry 'crown': would ride 2 horses from AC8 to Central Station.
Wilsheskie, Buff	First owner of land at Urangan.
Wondunna, Horace	One of Sid Jarvis' workers who claimed to be the grandson of the missionary.

13.4 CULTURAL HERITAGE IMPLICATIONS

- Fraser Island's history has been reasonably well researched, but its historic cultural heritage has only been the subject of a small number of reports.⁴²³ There are some extremely significant historic sites on the island that require detailed archaeological investigation. In particular Petrie's Camp is at risk of deterioration and should be thoroughly recorded as soon as possible. The early tramway systems also need investigation.
- Sites associated with logging include log dumps and camps.
- Forestry sites include early plantations, nurseries and arboreta, and offices. The earliest plantation in South East Queensland, the site planted by the Mitchell brothers in 1882, is particularly significant.
- The need for further research and recording of sites is clear, as are the tourist possibilities for cultural heritage interpretive work on the island.

13.5 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFICANCE

The whole of Fraser Island is on the register of the National Estate. Places of social and cultural significance that need specific mention include places with the following associations:

- timber (log dumps, cutters' camps)
- Forestry (Forestry camps, plantations, nurseries)
- sandmining
- conservation
- tourism/recreation

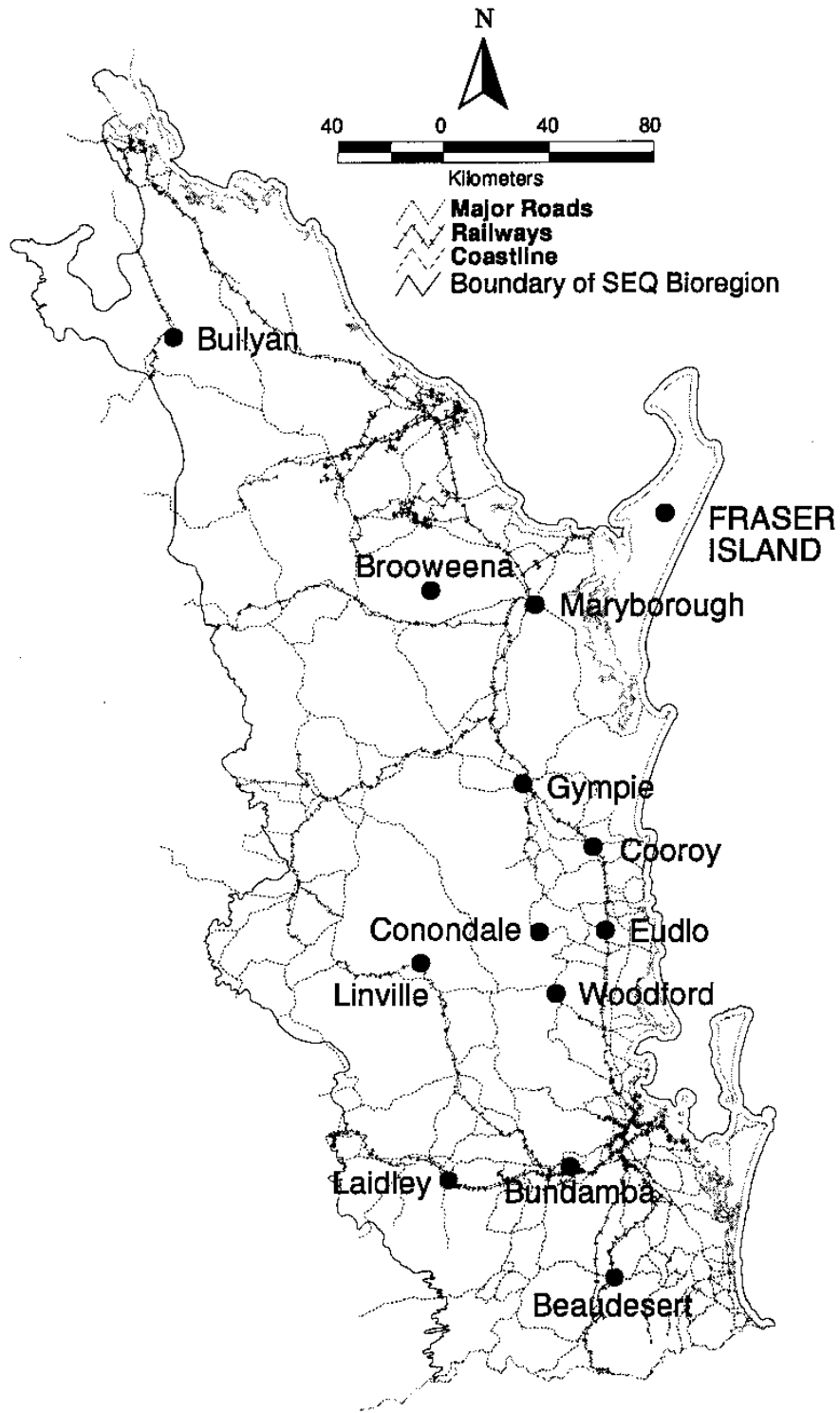
13.6 SIMILAR SETTLEMENTS

Towns and settlements that currently depend on native hardwood forests have been identified by the Socio-Economic Unit (RFA) of the Department of Natural Resources and are the subject of further study. The towns identified are **Conondale, Laidley, Eudlo, Maryborough, Brooweena, Woodford, Bullyan, Eidsvold, Beaudesert, Gympie, Linville, Cooroy, Bundamba and Dingo**. Not all of these towns are totally dependent on native hardwoods, but each could be affected if access to such hardwoods was reduced.

⁴²³These include Karen Townrow, North White Cliffs, Fraser Island: an historic archaeological survey, Queensland Department of Environment and Heritage, Maryborough, 1994 and Townrow, Postan's Logging Camp.

Map 21

Settlements associated with native hardwood extraction in SEQ



13.7 BIBLIOGRAPHY - FRASER ISLAND

Published

Tom Blake & Richard Allom, *Original Maryborough site. An historical study*, Maryborough City Council, 1988.

Burrell, P.J., 'Timber tramways on Fraser Island', *Sunshine Express*, May 1975, pp. 49-50.

Dwyer, Barry and Buchanan, Neil, *The Rescue of Eliza Fraser*, Noosa Graphica, 1986.

Evans, Raymond and Walker, Jan, 'These strangers, where are they going', Aboriginal-European relations in the Fraser Island and Wide Bay region 1770-1905', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, pp. 39-105.

Fisher, W.J., 'Forest management practices on Fraser Island', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, pp. 207-221.

Meston, Archibald, 'Report on Fraser Island', Queensland Government Printer, 1905.

Petrie, Constance Campbell, *Tom Petrie's reminiscences of early Queensland*, University of Queensland Press, St. Lucia, 1992 (first published 1904).

Petrie, Rollo, *Early days on Fraser Island 1913-1922*, Go Bush Safaris, Gladesville, N.S.W., 1995.

W.R. Petrie, 'A note on 'Dundathu' Karui (*Agathis robusta*)', *Forestry Bulletin No 4*, Queensland Forest Service, Department of Public Lands, Queensland, Government Printer, Brisbane, 1922.

Sinclair, John, *Fraser Island and Cooloola*, Weldon Publishing, Sydney, 1990.

Sinclair, John, *Discovering Fraser Island and Cooloola*, Australian Environmental Publications, Gladesville, 1997.

Sprecht, R.L., 'The effects of fire on the Fraser Island ecosystems', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland March 1977, pp 139-146.

Williams, Fred, *Written in sand, a history of Fraser Island*, The Jacaranda Press, Milton, Queensland, 1982.

Unpublished, reports, theses etc

Diaries of foresters on Fraser Island for 1932, 1940, 1952, and Memorandum Book, March 1955 (DPI Forestry Library, 902(943)DIA(SPL)).

Peter Holzworth, 'Looking after the estate, a history of major forestry themes in Queensland since European settlement', paper delivered at the conference Understanding the Forests, Gympie, October, 1996.

Kidd, Rosalind M., 'Regulating bodies: administration and Aborigines in Queensland 1840-1988', PhD thesis, Griffith University, Brisbane, 1994.

Memo from Keith Twyford, District Ranger, Fraser Island to Principal Conservation Officer (Heritage), 25th October, 1995 re 'sites of heritage significance, Fraser Island', Qld Department of Environment and Heritage File Reference 6H1/03 KT:KW.

Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30 (DPI Forestry Library).

Report of the Director of Forests, 1916.

‘Sandy’s Story’, some reminiscence of Sandy Luck about forest history on Fraser Island from 1937 onwards. Told to Peter Holzworth, District Forester, Maryborough in February, 1990. (DPI Forestry Library 902(943)SAN(Pam)(SPL))

Townrow, Karen (with Leo Cao and John Kangford), Postan’s Loggin Camp, Fraser Island, a cultural heritage assessment, Queensland Department of Environment and Heritage, Maryborough, September, 1993.

Townrow Karen, North White Cliffs, Fraser Island: an historic archaeological survey, Queensland Department of Environment and Heritage, Maryborough, 1994.

Queensland State Archives

LAN/AK 23 - correspondence between Wilson, Hart and Company Ltd, Hyne and Son, and the Maryborough Land Agent, correspondence between Henry Tryon, entomologist and the Under Secretary, Department of Agriculture.

Oral Interviews (Department of Environment)

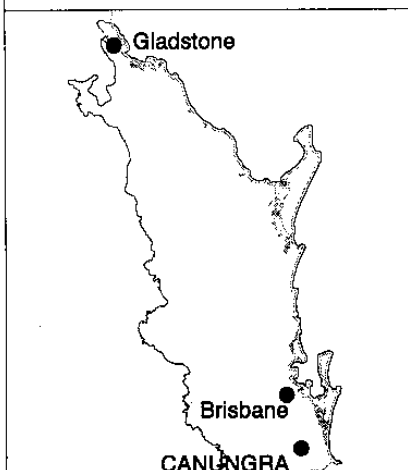
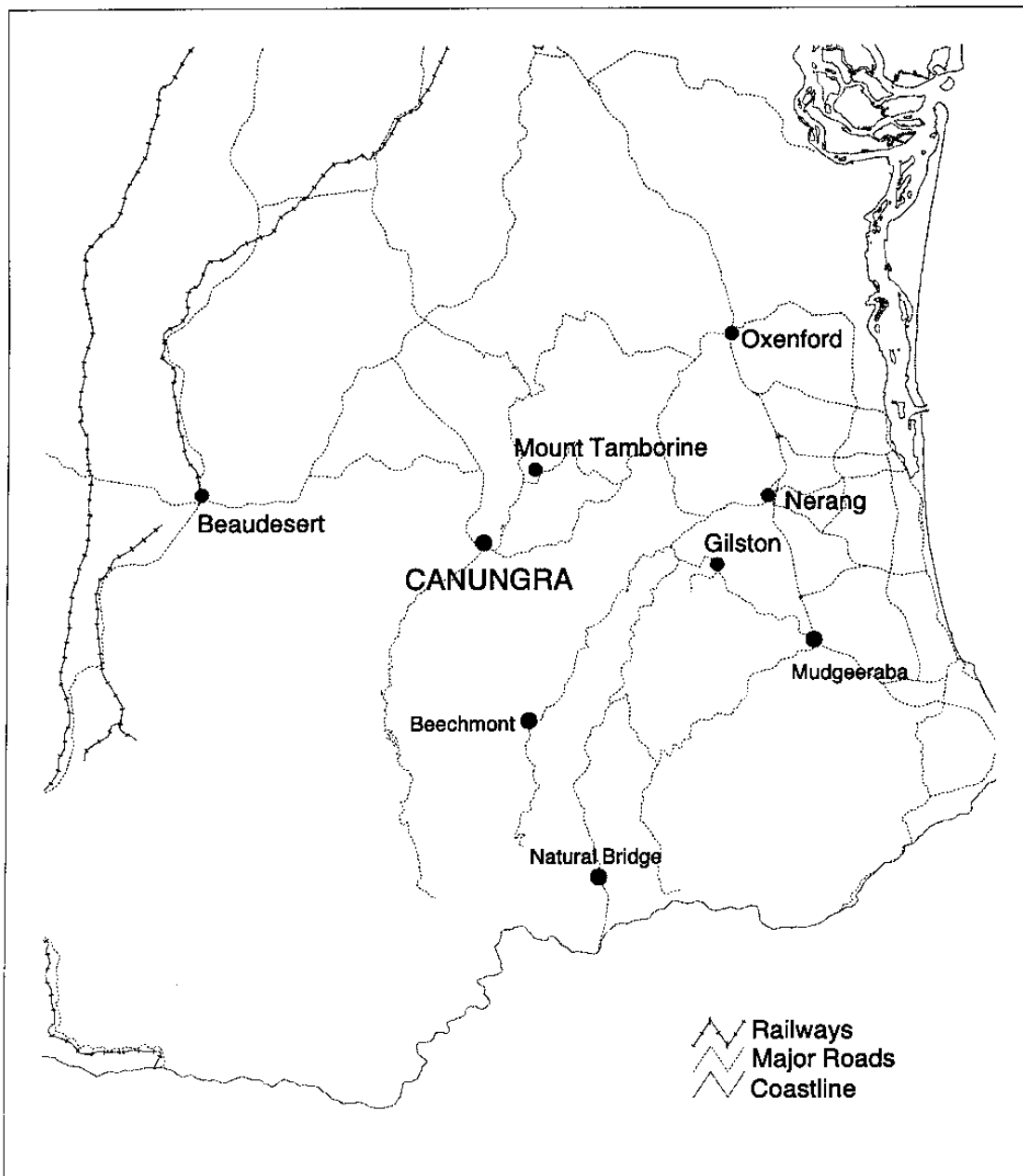
Jimmy Campbell, Tiaro, 15th October, 1997.

Jo Cunningham, Tiaro, 15th October and 4th December, 1997.

Eric Glassop, Fraser Island, August, 1997.

Sandy Luck, Tiaro, 15th October, 1997.

Brian McGann, Maryborough, 15th October and 4th December, 1997.



5 0 5 10 15 Kilometers

Map 22 Land Warfare Centre Canungra

14 CASE STUDY NO 9 - LAND WARFARE CENTRE, CANUNGRA - THE MILITARY USE OF FORESTS

12.1 KEY POINTS

- The choice of Canungra as a site for military training was determined by the topography and vegetation which, in 1942, was thought best to reflect conditions that troops would experience in New Guinea.
- As a consequence of increasing Australian engagement in south east Asia, the Jungle Training Centre (JTC) was a vital training centre during the 1960s and 1970s.

12.2 THE MILITARY USE OF FORESTS - L.W.C., CANUNGRA

Not all settlements in the forested areas of the south east Queensland biogeographic region are associated with the extraction and production of timber. In two areas, military use of the forests has led to a specialised form of forest settlement. The two areas are Fraser Island, where during World War II the training of Z force commandos occurred. The other place is the heavily timbered mountainous region of Canungra in the Gold Coast hinterland, where military training has been conducted since 1942.⁴²⁴

Jungle Training Centre (JTC): 1942 - 1946

By 1942, it was apparent to the Australian government that many more soldiers would be deployed in conflict with the Japanese in the Pacific. In particular, this meant operations in New Guinea in jungle conditions. Two areas were investigated as possible jungle warfare training grounds. In the end, the Atherton Tableland was chosen as the area where troops would be stationed on return from New Guinea, and Canungra was selected as the site of a training centre. The rugged areas of the

⁴²⁴ Wide Bay Military Reserve near Tin Can Bay is possibly a third example although it is situated in a country that is not heavily forested.

Lamington and MacPherson Ranges were to provide the best comparison with conditions in New Guinea. Canungra territory consisted of over 400 square miles, including 49,000 acres (19,829 hectares) of rainforest similar to New Guinea jungle.⁴²⁵

The Canungra camp consisted of a Reinforcement Training Centre, an Independent Company Training Centre and a Tactics School. The first troops arrived on 27th November, 1942, and by the end of that year there were 96 officers and 1,279 men in training. This figure eventually reached 164 officers and 3,320 men. Many of these troops had already seen service in the Middle East and the South-West Pacific.⁴²⁶ Non-Australians also trained there, a contemporary report speaking of:

Americans, Britishers from the Indian Army, Canadians, Dutchmen, coloured Dutch West Indians, Amboinese, Naval and R.A.A.F men, and paratroopers and commandos of many united nations.⁴²⁷



39. World War II creek crossing to the right of modern bridge, L.WC, Canungra 1997.

(Department of Environment)

The vegetation was rugged, 'an almost perfect duplication of New Guinea jungle, and in many places [it] is denser and harder to penetrate'.⁴²⁸ Soldiers trained for twelve hours a day, six days a week, for three weeks. During the fourth week they exercised deep in the rough terrain of the MacPherson Ranges. Specialised groups trained for up to eight weeks at a time.⁴²⁹ A.I.F. Colonel A. B. MacDonald explained the rationale:

We do the best we can to make it just a little tougher than the real thing....We tell every man who comes here that our aim is to get him a returned soldier's badge. We can't guarantee that he won't finish up with a little wooden cross instead, but our whole desire is that he should be able to wear that badge on a civvy suit in peace-time, so it pays him to take notice of what we tell and show him.⁴³⁰

⁴²⁵ Gavin Casey, 'Jungle fighters must be tough', South-West Pacific Annual, Commonwealth of Australia by authority, Minister for Information A.A. Calwell, December, 1944.

⁴²⁶ Land Warfare Centre, Kokoda Barracks Canungra, Unit Brief, n.d., pp. 2-3.

⁴²⁷ Casey, 'Jungle fighters must be tough', p.2.

⁴²⁸ Casey, 'Jungle fighters must be tough', p.2.

⁴²⁹ Canungra Unit Brief, p. 2.

⁴³⁰ Quoted in, Casey, 'Jungle fighters must be tough', p. 2.

Assault and weapons courses were strenuous and 'Canungra mountains reverberate night and day to the thunder of explosives, the crack of rifles, the chatter of machine guns.' Soldiers who failed the first round of training had their period of training extended. In the early days, up to a quarter of all the men who arrived at Canungra required this extension.⁴³¹

In addition to using military land at Canungra, troops were deployed in the nearby Lamington National Park. In November, 1942, Forest Overseer Loveday reported that:

Except for the first few batches of U.S.A. troops, conduct of troops has on the whole been good & damage to the Park has been kept at a minimum.⁴³²

Nonetheless, conflict between the requirements of military training and those of the nearby Lamington National Park were inevitable. Some of the problems, initially, were a result of poor lines of communication. Loveday's November report continued:

Unfortunately, senior military officers appear to be labouring under the delusion that Binna Burra is Lamington National Park & when requiring information or wishing to notify movements of troops, almost invariably go to the Guest House & interview the manager. What information filters through to the Forest Office is mostly 2nd hand....Being a veteran officer myself is useful, but an official memo from Head Office, to the right quarters, requesting that I be informed of proposed troop movements in the Park would be most helpful in assisting me to detail operations to my maintenance workmen.⁴³³

The following year, the Secretary of the Queensland Naturalists' Club complained to the Director of Forests:

It is with great regret that the Council of this Club has heard that damage is being done in the adjacent National Parks by soldiers camped in the neighbourhood of Canungra....I have been instructed by my Council to enquire from you if any action can be taken to point out to the authority concerned that the continuance of this destruction is inimical not only to the Park but to the character of the wrong doer.⁴³⁴

Some problems resulted from a lack of understanding over what types of activities were compatible with National Parks. The Army, for example, wanted to use mules, horses and dogs in the National Park.⁴³⁵

Loveday continued to record complaints against the activities of troops within the Park. Trees were used as targets and flooded gums in Pine Creek were disfigured with graffiti. As Loveday noted to the Commanding Officer, however:

I understand that the culprits were thoughtful enough to, in many cases, add their regimental numbers and units to the names carved in the trees, so there should be no difficulty regarding disciplinary action.⁴³⁶

In the end, it was agreed that army personnel entering Park areas would be lectured on National Park regulations and breaches were to be dealt with severely.⁴³⁷

⁴³¹ Casey, 'Jungle fighters must be tough', p.6.

⁴³² Forest Overseer Loveday to National Parks Ranger G.S.R. Gentry, 'Report on conduct of troops while training in Lamington National Park', 16th November, 1942. (NP R496 'G').

⁴³³ Forest Overseer Loveday to National Parks Ranger G.S.R. Gentry, 'Report on conduct of troops while training in Lamington National Park', 16th November, 1942. (NP R496 'G').

⁴³⁴ Letter from E.E. Baird, Honorary Secretary of the Queensland Naturalists' Club to the Director of Forests, 8th February, 1943. (NP R496 'G').

⁴³⁵ Confidential memo from Forest Overseer Loveday, 'Troop training - Lamington National Park', 29th April, 1943 (NP 496 'G').

⁴³⁶ Memo from Forests Overseer Loveday to the Commanding Officer, Australian Training Centre, Canungra, 'Unwarranted vandalism in Lamington National Park', 5th October, 1943. (R496 'G').

⁴³⁷ Memo from National Parks Ranger, G. Gentry to the Secretary, Sub-Department of Forestry, 'Jungle training by troops, Lamington National Park', 17th November, 1944 (NP R496 'G').

Jungle Training Centre (JTC): 1946-1962

The Jungle Training Centre closed in 1946, although a caretaker staff remained. With the advent of the Cold War and with unrest in parts of south east Asia, however, it was decided that the Canungra JTC should be re-opened. Ted Serong, who prepared the first paper calling for the establishment of a jungle training centre to prepare Australian troops for operations in south east Asia recalled:

there was no shortage of doctrine on desert warfare. Strategic concepts since before the first World War were based on fighting in or around the Suez Canal. Military training, and indeed, military clothing, weapons and equipment were therefore based on the concept of desert warfare.⁴³⁸

Canungra was already occupied by the Army, the local residents were happy with an Army presence, and the area was within the electorate of the Minister for the Army. In 1955, Ted Serong was promoted and appointed Commandant of Canungra. Although nothing of the 1942 operations remained, he was conscious of 'the memory, and a tradition, which from the beginning I was at great pains to foster.'⁴³⁹ Land was progressively acquired until the total area of military land was about 7,700 acres.



40. View of land owned by Australian Defence Force, Canungra, 1997.

(Don Lynch, Land Manager, Land Warfare Centre on right)
(*Department of Environment*)

From 1955 to 1960, Australian troops operated in Malaya in response to the Malayan Emergency and the first unit to participate, 'A' Company, 2 RAR (2nd battalion, Royal Australian Regiment), was trained at JTC. From 1963, during the period of Indonesian confrontation, JTC continued its role as a training centre, and around 2,500 troops passed through the facilities.⁴⁴⁰ In addition, the R.A.A.F. operated a survival school for aircrews in the Numinbah Valley from 1957 until 1975.⁴⁴¹

In June, 1955 an application was made to use the Lamington National Park for military purposes.⁴⁴² The Director of Forestry refused on the grounds that National Parks were set aside for 'preservation in their natural condition free from any interference whatsoever' and that 'it is contrary to the policy of the Department to permit the construction of roads through National Parks'. It was pointed out that there was suitable area of military land, state forest and timber reserve for such

⁴³⁸ Quoted in Chapter 3 - unpublished manuscript held by Don Lynch, Land Manager, Land Warfare Centre, Canungra

⁴³⁹ Chapter 3.

⁴⁴⁰ Chapter 3.

⁴⁴¹ Chapter 3.

⁴⁴² Australian Military Forces, Northern Command to Director of Forests re 'Lamington National Park - use for military training purposes', 16th June, 1955 (NP R496 'G').

operations.⁴⁴³ Colonel Serong made personal representations and permission was finally granted on 9th August. The training was to involve up to 40 men involved in 'tactical exercises' and strict compliance with a number of conditions was expected. There was to be no interference with plants or animals, no road or track building, no prolonged camping within the park and no introduction of domestic animals.⁴⁴⁴

Problems were encountered. Forest Overseer Gus Kouskos complained that fires lit by the army had got out of control and there were reports of litter and debris.⁴⁴⁵ Colonel Austin regretted such behaviour and noted that one of the complaints concerned troops from other services.⁴⁴⁶ This is possible. Between 1955 and 1960 over 7,000 troops passed through JTC, including soldiers from other countries.⁴⁴⁷ Nonetheless, cooperation between the army and Forestry did occur, in particular over issues such as fire protection in adjoining state forests and tree planting programmes.⁴⁴⁸

Vietnam (1962-1972)

Australian involvement in Vietnam began in 1962 and the first troops, thirty-two members of the Australian Army Training Team, were put through field exercises at Canungra (JTC). In 1965, soldiers in 1 RAR (1st battalion, Royal Australian Regiment) were sent to South Vietnam under U.S. operational control and in 1966 the First Australian Task Force was sent to Vietnam. Every unit that was sent to Vietnam went through training at Canungra (JTC): between 1962 and 1972, approximately 40,000 troops received training there.⁴⁴⁹

Peter Riedlinger was 21 in September, 1968 when he arrived as a conscript, for training prior to posting to Vietnam. The course lasted four weeks and involved physical fitness and weapons training. Soldiers lived in tents with basic facilities but, fortunately, with lots of hot water. The cold is one of the things he remembers most. Every day they began training at 7am, always with the same group of around 10 men, and often in situations requiring team work. Much training was done on 'Sneaker' ranges where a series of quick release wires presented targets amongst trees and underbrush.

I could see the point, but it was all a bit of a fake because the sergeant behind you, you could usually tell when he was going to pull the wire.⁴⁵⁰

Riedlinger was fortunate in that he had already undergone nine months of recruit training. Regular troops, other than formed infantry units, often found the training much harder, as they were in poorer physical condition. Nonetheless he conceded that:

it was bloody hard - one of the hardest things I'd ever done.

The last four days involved exercises in the Lamington Range and over the border fence into New South Wales. Mock villages had been set up, 'there were blokes in black pyjamas running around' and above all it was cold and, at night, pitch black. In the previous group, a couple of soldiers had been helicoptered out suffering exposure. An indication of the rigour of the course is the fact that during their time at Canungra, the troops were on extra rations. In the end, however, it probably paid off. As Riedlinger comments:

We were probably better trained and better prepared than most of the Americans who I served with.

⁴⁴³ Letter from the Director of Forests to General Officer in Command of Northern Command, 22nd June, 1955 (NP R496 'G').

⁴⁴⁴ Letter from the Secretary, Forestry Department, to Colonel F.P. Serong, Jungle Training Centre, Canungra, 9th August, 1955 (NP R496 'G').

⁴⁴⁵ Memo from C. Kouskos re 'Fire Report - Lamington National Park - R 496 Roberts; 21.5.58' (NP R 496 'G') and letter from the Secretary, Forestry Department to the Commandant, Jungle Training Centre, Canungra, 10th June, 1958 (NP R496 'G').

⁴⁴⁶ Colonel Austin to Department of Forestry, 18th June, 1958 (NP R496 'G').

⁴⁴⁷ Unit Brief, p.3

⁴⁴⁸ District Forester Kluver, Brisbane, memo re 'Army matters - Canungra Camp', 20th June, 1958 (NP R496 'G').

⁴⁴⁹ Unit Brief, p.4.

⁴⁵⁰ The following relies on an interview with Peter Riedlinger, December, 1997.



41. Opening of Kevin Wheatley VC Club by General Hassett, 1969.

(Don Lynch)

Land Warfare Centre (LWC): 1975 - 1997

In 1960, the School of Tactics and Administration had moved from Seymour, Victoria to Canungra, and in 1974 the School of Military Intelligence was relocated from Woodside, South Australia. In 1975 the name of the Jungle Training Centre was changed to the Land Warfare Centre, reflecting a broader role for the training establishment.⁴⁵¹

The first civilian worker at JTC was Bernie Evans in 1954 and by the late 1980s there was a permanent civilian staff of 75 with casual staff as required.⁴⁵² Kokoda Barracks today (1997) constitute a substantial permanent with a permanent workforce of around 300, including 71 civilians.⁴⁵³

14.3 CULTURAL HERITAGE IMPLICATIONS

- Because of the nature of military operations (although only light arms, and never artillery have been used in the area), much of the physical evidence for activity in the area in World War II has disappeared.
- The number of army and residential buildings has progressively expanded since 1975.

14.4 PLACES OF POTENTIAL NATIONAL ESTATE SIGNIFANCE

No field work was undertaken in the Land Warfare Centre, Canungra. Therefore no sites of potential National Estate significance have been identified.

In the vicinity of the Land Warfare Centre, one site noted as of significance, but not potential National Estate was:

⁴⁵¹ Unit Brief, p. 4.

⁴⁵² Chapter 3.

⁴⁵³ Don Lynch, Land Warfare Centre, personal communication.

- Cainbale Firestone Ring

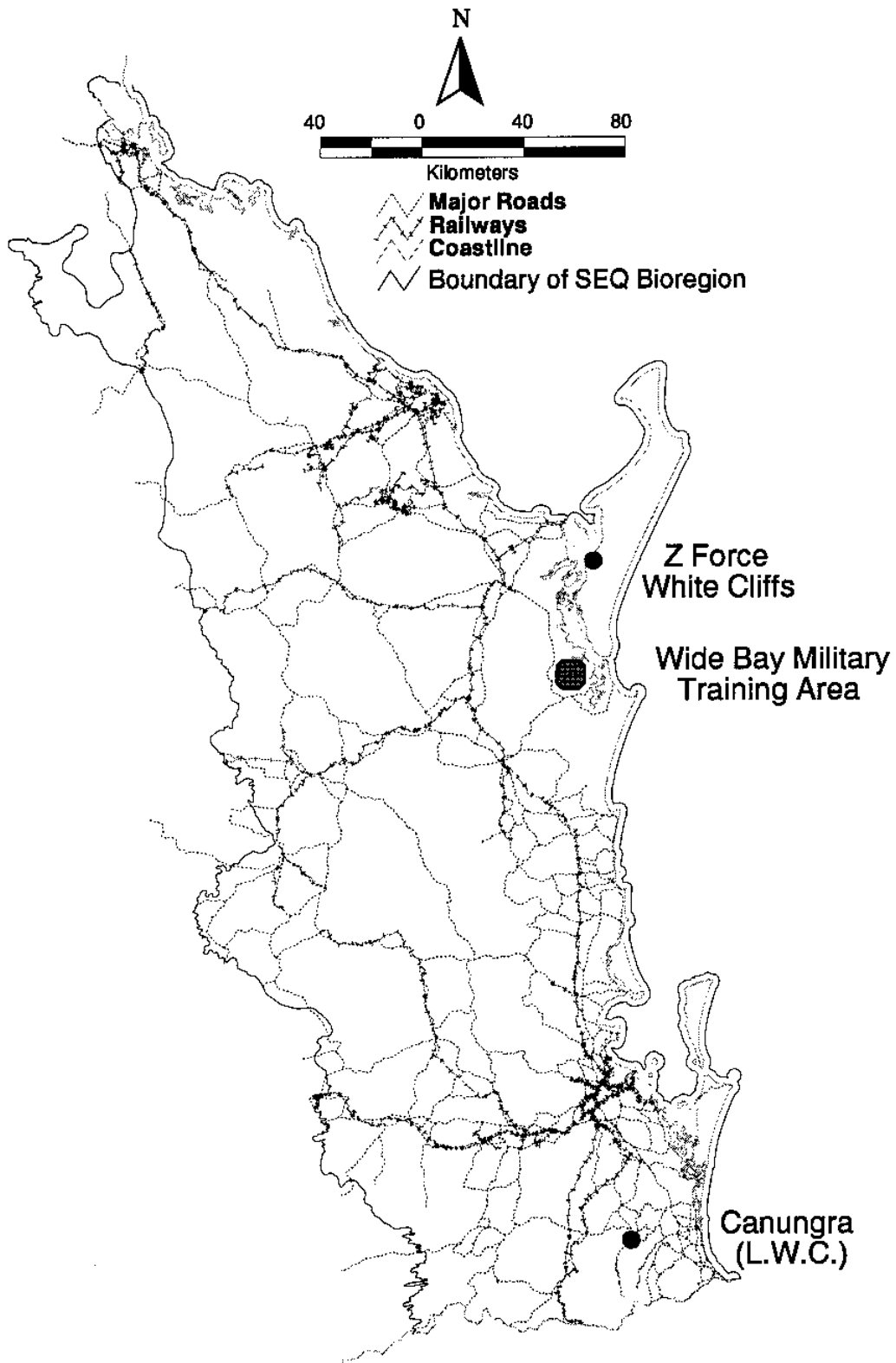
14.5 SIMILAR SETTLEMENTS

Other sites with military connections as training grounds

- **Fraser Island (Z Force)**
- **Wide Bay Military Training Area**

Map 23

Settlements associated with the military in SEQ



14.6 BIBLIOGRAPHY - LAND WARFARE CENTRE, CANUNGRA

Published articles

Casey, Gavin, 'Jungle fighters must be tough', *South-West Pacific Annual*, December, 1944, pp 2-6 & 96.

Unpublished material

Land Warfare Centre, Kokoda Barracks, Canungra, Unit Brief, n.d.

Chapter 3 - unpublished manuscript held by Don Lynch, Land Manager, Land Warfare Centre, Canungra.

National Parks Archives

File Number R496 'G'.

Oral Interviews

Don Lynch, Land Manager, Land Warfare Centre, Canungra, 23rd July, 1997.

Peter Riedlinger, Pomona, 15th September, 1997.

RECOMMENDATIONS FOR FURTHER RESEARCH

This report has only skimmed the surface when it comes to a comprehensive understanding of the role that timber resources and forests have played in the development of towns and settlements in the whole of the South East Queensland biogeographic region. Clearly, much more work needs to be done.

The area covered for this study is large and diverse and future research should target key regions within South East Queensland for investigation. Such areas might be defined by catchment areas (e.g. the Gold Coast hinterland region with catchments for the Nerang River, or the Mary River catchment area) or, geographic features (e.g. the Brisbane Valley, the Boyne Valley) or transport networks (e.g. towns along the North Coast Railway line). In the case of geographic features, the forest histories of the towns will be related by access to particular timber resources; in the case of transport networks, by access to particular markets.

Another approach would identify particular themes in the history of the relationship between towns and settlements and forested areas. Such an approach might target towns with associations with government Forestry, or with sawmilling, or with recreation and conservation concerns. Although towns would come from disparate geographic areas, such an approach would aim to highlight common features in the towns and settlements as a result of their particular focus.

Additional research could focus on the material and landscape evidence of forest and timber related activities. Where built evidence remains (e.g. sawmill remnants, tramways, joinery works) the evidence of timber activity is clear. More difficult to record with any degree of accuracy is the extent to which landscapes in the vicinity of towns are created by timber industries that have long disappeared. A study of place, road and street names could prove an invaluable source of information. Besides the more obvious 'rafting ground roads' would be names of key people associated with the local timber industry. 'Lambert Hyne Drive' in Imbil is an example. No research of this sort has, it is believed, ever been undertaken in the study area.

Two specific areas where researchers can build on this report include:

- The database. This can and should be progressively enlarged, expanded, and perhaps modified. Fields that could be added include further historical information, more detailed landscape features, reference to any cultural heritage work done on the town, key features of the town layout and so on. This database should be made available to the Historic section of the Cultural Heritage branch, Queensland Department of Environment and other research bodies.
- The case studies. It is hoped that by adopting a case study approach, future researchers will have a framework within which to work. Further work should test, expand and alter this framework as the data demands.

CONCLUSION

This report outlines the diverse nature of timber and forest towns in the South East Queensland biogeographic region. It concludes that many, if not most of the towns and settlements in the study area have at one time or another had some form of association with nearby forested areas. Some of these connections (e.g. at Nerang, Bundaberg or Kingaroy) have been brief and of little lasting significance for the town's development; in other cases (e.g. Jimna, Maryborough, Yarraman) such connections have been at critical points in the life of the town; in a few towns and settlements (e.g. Beerburrum, Imbil), these connections are on going.

There is a temptation to focus, in a study of forested areas, on 'timber' or sawmilling towns. Certainly such places have an intense association with the forests, and often when that association is severed (when the timber supplies run out, when sawmills close), these towns die. This can be seen in the case of places like Wengenville or Elgin Vale or Kareewa or Mill Point on Lake Cootharaba. Jimna lives on, but only just. Brooweena and Builyan could go the same way.

In other cases, where timber exploitation was followed by other types of activities and where timber was never the sole industry, towns have changed to the extent where their timber past is long forgotten and difficult to reconstruct. In such towns and cities as Nerang, Maroochydore, Bundaberg, Kingaroy and numerous agricultural districts throughout the region, timber is a part of the history of the settlement, but no longer an important feature of the present. Little material evidence remains of this past in either the town landscape or buildings. The only evidence may be the siting of the place (at the head of navigation, on the railway line) and cleared landscapes with remnants of past forests.

Other settlements continue to have an important connection with the forests and timber. In cities like Maryborough, Hyne and Son remain key players in the city as they have in the past. In the past the company was responsible for bringing Scottish immigrants to the city, for employing them, for building ships to carry both passengers and cargo to the city, and for lobbying politically on behalf of their industry. Various members of the Hyne dynasty have pushed for timber conservation, for the provision of improved rail services to the city, and for continuing access to the timber resources of Fraser Island. The company continues its high-level negotiations on behalf of the timber industry in its involvement in the Queensland Timber Board. In the case of Maryborough, timber firms have been key players in the life and development of the city.

Some settlements have been closely involved with government Forestry. These places have seen a high level of employment in Forestry. Such employment has been both permanent and intermittent: in places such as Imbil, Beerwah, Yarraman, Blackbutt, Fraser Island, many timber workers alternated between work in Forestry and private employment as timber cutters and haulers. This was particularly the case during the high point of Forestry employment, from the 1930s to the mid 1960s, when plantation establishment and maintenance, and intensive measures aimed at fire exclusion led to a high degree of casual employment in Forestry.

In addition to towns and settlements that have been involved in the timber industry, a number of important areas in the region have seen a relationship with forests based on conservation and recreation. Such places include key National Parks such as the Lamington National Park (with Binna Burra and O'Reilly's resort areas), the Bunya Mountains, and areas on Tamborine Mountain. In these places, timber getting preceded the early nature conservation movements, but it is conservation and recreation that are most associated with developments in these areas. Fraser Island, a unique area with a complex and overlapping history of land use, could now be said to have joined this group of places where enjoyment of the forests and environment excludes other forms of use.

Besides these settlements, other distinctive settlements within forested areas have developed in the South East Queensland biogeographic region. These include: military areas, in particular at Canungra; prison farms such as at Palen Creek; and

environmental education centres such as Sunday Creek. In all of these cases, settlements exist in the forests for reasons that are in one way or another connected with the forests, but in no way connected with the timber extractive industry.

In all these cases, available transportation networks impact on settlement. As outlined in the body of this report, changes to transport have affected the accessibility of timber resources and the extent to which such resources can readily reach markets. The chronological development from sea and river transport, to rail and then road has been outlined. In addition, accessibility was a key feature of early conservation movements, as outlined in the case of the Bunya Mountains where road access for the newly motorised public with time on its hands was a key feature of that area's development. By contrast, with intensifying mass tourism and increasing awareness of the problems this poses to fragile environments, reducing access has sometimes become a feature of modern conservation groups. Discussions about four wheel drive access to Fraser Island and about camping privileges in National Parks can be seen in this light.

Forests are a part of the history of South East Queensland. Some of the earliest non-Indigenous inhabitants of the coastal river systems of the area were un-named timber getters and their families. Pastoralists and agriculturalists saw the forests as an impediment to development and cleared them. Where transport was available the timber they cut was sold; otherwise it was simply destroyed. At the beginning of the twentieth century, groups of people began to push for the protection of certain areas of forest, principally as recreation areas. Early conservation concerns were also voiced and so began the early National Parks movement of Queensland. The forests of South East Queensland constitute one of the great resources of the area. They are a part of its history and cultural heritage. It is hoped that the cultural heritage component of the Regional Forest Agreement Process, of which this report is a part, will assist in the process of recognition of this heritage.

APPENDIX 1 PROJECT BRIEF



QUEENSLAND DEPARTMENT OF ENVIRONMENT & ENVIRONMENT AUSTRALIA

TERMS OF REFERENCE

TRAVEL ROUTES, FOREST TOWNS AND SETTLEMENTS

1. PURPOSE OF CONSULTANCY

The purpose of this study is to develop a contextual overview history of travel routes, forest towns and settlements in the South East Queensland biogeographic region based on all land tenures. This study will provide historical background on settlement patterns and will therefore be complementary to the National Estate Historic Value project report, which is based on field research.

In particular this study should:

- give a general overview of the major developments in travel and transportation in the South East Queensland biogeographic region; and
- establish the key types of forest towns and settlements within the region and identify the towns that fall into such categories.

1.1 Context of Study

The overview thematic history forms part of the cultural heritage component of the Comprehensive Regional Assessment (CRA) work being undertaken prior to the formulation of a Regional Forest Agreement (RFA) to be signed by the State and Commonwealth Governments in 1998. The RFA will aim to:

- protect environmental values (fauna, flora and cultural heritage) in a world class reserve system;
- give forest industries the certainty they need to create jobs and opportunities; and,
- ensure that the whole forest estate is managed sustainably for future generations.

Other cultural heritage projects are being undertaken in the RFA to identify cultural heritage places against other significance criteria.

2. STUDY AREA

The study area for this project is the forested area of the South East Queensland biogeographic region, including both public and private land (see attached map) with emphasis on public land.

3. TASKS

- undertake research, involving archival and secondary sources, into the history of travel routes and the towns and settlements of South East Queensland forested areas;
- establish a data base of the towns of South East Queensland, identifying historic and landscape features associated with each town's forest history;
- establish categories or types of forest settlements and identify the cultural heritage features (built and landscape) likely to be associated with the different categories;
- develop local histories of settlements that outline a distinctive feature of forest history or a particular type of forest settlement; and
- make recommendations for further research.

3.1 Methodology

Research

Written records:

- - local and regional published and unpublished history sources in University, government and local libraries
- - archival files and maps at Department of Natural Resources (DNR), Department of Environment (DoE), Department of Primary Industries (DPI) (Forestry) and Queensland State Archives

Photographs:

- photographic collections at John Oxley Library, DPI (Forestry) Library, DoE Photographic Library
- private photographic collections

4. REPORTING

The written final report is to be prepared following the format required by the joint Commonwealth/State steering committee.

5. WORK SCHEDULE

- A draft report is to be submitted by 23 January 1998
- The final written report is to be completed by 25 March 1998

6. PROJECT MANAGEMENT

The project will be managed by the Department of Environment and overseen by the Environment and Heritage Technical Committee.

7. PERFORMANCE INDICATORS

- Project outcomes useable for heritage management and listing
- Improvement in the extent and quality of existing information
- Completion of the project on time

8. EVALUATION PROCESS

- Methods subject to review by relevant experts
- Progress and final report subject to peer review

Project Officer

Dr Margaret Kowald
Forest Assessment Unit (Cultural Heritage)
Department of Environment
9th floor, 160 Ann Street, Brisbane, Qld
PO Box 155, Brisbane Albert Street, Qld, 4002
Ph: (07) 3227 8988: Fax: (07) 3227 7803
E-mail: margaret.kowald@env.qld.gov.au

APPENDIX 2 TRAVEL AND TRANSPORTATION NETWORKS IN SOUTH EAST QUEENSLAND 1823-1961

(The following summary chronology comes from Rod Fisher et al., SEQ2001, 1995 Margaret Pullar, Historic Travel Routes of Queensland, 1995, John Kerr, *The triumph of narrow gauge, a history of Queensland railways*, 1990 and Marion Diamond, A history of the Main Roads Department, Queensland, unpub.)

DATE	EVENT
1823	Oxley's first journey up the Brisbane River
1824	Oxley, Cunningham and Butler journey upstream to Colleges Crossing and environs
1825	Major Edmund Lockyer further along to the junction with the Stanley River and the foothills of Mt Brisbane
1826	Captain Patrick Logan to the Logan River and sighting of the bar of Southport, followed by exploration of the Coomera River, Bremer River to Limestone Hills (later Ipswich)
1827	Cunningham led expedition to explore the western side of the Great Dividing Range. Discovered and named Darling Downs. Patrick Logan through the Fassifern Valley and east to Mt Barney
1828	Cunningham found Cunningham's Gap giving access from the coast to the southern Darling Downs
1828	Logan locates limestone deposits while exploring the Bremer River. Lime manufactured for building Brisbane. Logan wanted to mine coal in the vicinity of the Bremer River
1828	Logan, Cunningham and Colonial Botanist Charles Fraser from Logan River to beyond Mt Barney
1828	Cunningham from Ipswich through the Gap to the Darling Downs
1829	Cunningham around the Esk-Lockyer basin and upper Brisbane Valley to the mountains near Moore
1830	Logan through Collins Gap to the Richmond River
1830	Logan murdered while exploring between Ipswich and Esk
1838	Andrew Petrie explored areas around Brisbane and north to Maroochy River
1840	Patrick Leslie explored the Darling Downs
1840	Gorman's Gap discovered by Lieutenant Owen Gorman
1842	Andrew Petrie visited bunya gathering in the Blackall Range
1843	Dr Stephen Simpson crossed Conondale Range near the head of the Stanley River, and followed Mary River to its mouth
1845	Punt services between Brisbane and Ipswich
1840s	Road established via Flagstone Creek, through to Ipswich, Gorman's Gap and on to Darling Downs
1842	Thomas Archer built one of the earliest bridges crossing the Stanley River at Durundur
1846	New route to Brisbane east of D'Aguilar Range and upstream of the tidal influence of coastal streams, linking with German missionaries' track to the north - entry via Nundah and Eagle Farm (following Aboriginal pathways)
1846	Track from Ipswich to Fassifern station and then to Darling Downs via Cunningham's Gap - another south via Moogerah and White Swamp
1846	Surveyor J.C. Burnett followed Burnett River to the sea
1847	Spicer's Gap found by stockman Henry Alphan
1847	George Furber travelled north of Mary River (site of his store is Baddow)
1852	Coach services connected Ipswich and Drayton and Brisbane in the 1850s
1852	Squatter-built road from Drayton to Grantham Station and on to Ipswich was listed as the only first class road in Moreton Bay district
1854	Surveyor of roads appointed, and first task was road from Brisbane to Drayton via Ipswich and the user-pays toll road to Toowoomba
1854	Old North Road built- via Samford, Samsonvale, Terror's Creek (Dayboro) to North Pine River
1858	Road to Logan surveyed (Slacks track or the Beeleigh Road, passing Eight Mile Plains)
1859	Bridge over Mosquito Creek, a tributary of Sideling Creek
1860	Only 7 roads in Qld, including Brisbane to Gayndah (north road); the Burnett on Brisbane River Road; the Logan ;Mogill; and Ipswich; and Ipswich to Drayton and Warwick
by 1870	Good road from Brisbane to Nerang Creek (via Logan, Beenleigh, Alberton, Pimpama, Coomera) - daily Cobb & Co Coach services

by 1870	Another road south from Brisbane via Jimboomba and Veresdale
1876	Bridge at Yatala opened
1860s	Influence of sugar - (Brisbane, Eight Mile Plains, Kingston, Waterford, Beenleigh) and (Belmont, Tingalpa - Capalaba - Waterford) and (Ipswich, Goodna, Brownsleigh, Tingalpa) and (Goodna, Oxley, Coopers Plains, Broadwater, Mount Petrie, Tingalpa)
1860s	Old North Road to Durundur and Conondale via Kelvin Grove, Enoggera, Samford, Dayboro - when Pine River crossed, it went on to Petrie-Terror's Creek road and when Caboolture River crossed, on to Caloolture-Kilcoy Road
1865	Rail from Ipswich to Bigges Camp (Grandchester)
1866	Rail from Grandchester to Gatton and Helidon, reached Toowoomba in 1867
1868	Bustard Head Lighthouse became operational
1868	Road to Gympie goldfields - via North Pine (Petrie), Caboolture, Glasshouse Mts, Coochin Creek (Beerwah), Mellum Creek (Landsborough), Mooloolah, Cobbs Camp (Woombye), Petrie's Creek (Nambour) and Yandina
1870	Sandy Cape Lighthouse, Fraser Island, became operational
1875	Rail from Ipswich to Roma Street
1881	Rail from North Bundaberg to Moolboolaman and on to Boolboonda (1883) and Mt Perry (1884)
1881	Rail opened between Gympie and Maryborough
1883	Steamer ferry service from Brisbane to Redcliffe
1883	Rail opened from Baddow to Howard - Bundaberg (1888), Gladstone (1896)
1884	Rail from Wilkuraka (west of Ipswich) reached Lowood and Esk in 1886
1885	Rail link south to Kingston, Loganholme and Beenleigh (Southport in 1889 and Nerang by 1890) - branch to Logan Village in 1885 and Beaudesert in 1888
1885	Pettigrew established shipping depot at Eudlo Creek, which was abandoned with re-routing of North Coast rail line
1886	Rail line from Theebine to Kilkivan, Goomeri (1902), Wondai (1903), Kingaroy (1904), Nanango (1911)
1887	Rail from Isis Junction to Childers, Cordalba (1896), Dallarnil (1913)
1888	Rail reached North Pine (Petrie) and Caboolture then Landsborough in 1890, Yandina, Cooroy and Martins Halfway House (Cooran) and Gympie 1891
1889	Rail line from Mungar Junction to Brooweena, then Biggenden (1891), Degilbo (1893), Gayndah (1907), Mundubbera (1914), Monto (1928)
1880s	Mail coach linked Landsborough to Caloundra and Maleny
1887	Branch rail line extened from Ipswich to Dugandan
1903	Rail line extended from Nerang to Tweed Heads
1903	Beaudesert Shire Council opened light rail fork to south - reaching Rathdowney on Logan River and Hillview along Christmas Creek by 1911 (serving farmers and timber getters)
1909	Caboolture to Woodford rail line - aimed at timber trade and dairy and agricultural produce - reached Kilcoy in 1913
1911	coal rail line from Rosewood to Marburg
1911	Branch rail line from Laidley to Mulgowie
1912	Rail link from Bundaberg to Boongarra Junction
1914	Mary Valley rail branch line opened from Monkland to Kandanga - reached Brooloo in 1915
1915	rail from Logan Village to Canungra
1916	Branch rail line from Munbilla to Kalbar (Fassifern Valley) - reached to Mount Edwards in 1922
1918-20	Rail moved from Enoggera north to Samford and Dayboro (agricultural townships)
1923	Rail connection from Murgon to Proston
1925	Jubilee Bridge opened at Southport
1926	Start of Anzac Memorial Avenue from Redcliffe to North Coast Road
1926	Road from Beaudesert through timber reserves to Mt Lindesay (access to NSW) - road also being built from Mudgeeraba to Springbrook
1927	Bridges opened across Tallebudgera and Currumbin Creeks
1930	Road from Ipswich via Aratula over Cunningham's Gap ran westwards

1930	Brisbane-Sydney rail link via Kyogle opened
1930	First highways declared were the Northern (61.6 miles), Brisbane-Mount Lindsay-Warwick (27.3 miles) and Pacific (1 mile)
1932	William Jolly bridge, Brisbane, opened
1930s	Roads built - where possible to connect to rail. Road from Landsborough to Maleny e.g. Roads also to north coast beaches (Woombye to Maroochydore, Cooroy to Tewantin) and also Dayboro-Mt Mee- Woodford - Peachester Road
1934	First section of Bruce Highway opened from Rothwell (near Redcliffe) to Beerwah
1935	Hornibrook Highway opened
1940	Story Bridge, Brisbane, opened
1940	Toowoomba Range Road declared a state highway and became two-lane bitumen thoroughfare
1944	Beaudesert tramway closed
1955	Closure of unprofitable branch lines - Laidley Valley, Canungra, Ferny Grove to Dayboro
1959	Road begun to link Caloundra and Noosa
1960	More rail closures - Lota to Cleveland, Mt Edwards and Maryvale
1961	Rail to Nerang and Tweed Heads closed

APPENDIX 3 COASTAL EXPLORATION IN SOUTH EAST QUEENSLAND

(after Radok, *Capes and Captains*, 1990, pp. 79,80,82)

Solitary Isles — Point Skirmish

Location	Explanation of Names, etc.	Distance in km			
		Wilson Prom.	Local	Cape York	Year
Solitary Isles	some small rocky islands; peaked hummock	1323	83	2697	1770
Clarence River	opening for boats	1411	88	2609	1799
Ballina, Shoal Bay	"a small opening like a river, with an islet lying in the entrance"	1473	62	2547	1799
Cape Byron	Captain John Byron	1499	26	2521	1770
(Mount Warning)	"a remarkable sharp peaked mountain"				1770
Point Danger	"the point of which shoals lay"	1553	54	2467	1770
Point Look-Out	"a point near breakers"	1633	80	2387	1770
Sandy Point		1646	13	2374	1770
Moreton Bay, Morton's Bay, Cape Moreton, Cape Morton	James, 14th Earl of Morton, 1702-1764, President of Royal Society 1764				1770
(Glass Houses)	"three hills of Singular form of Elivation"	1684	38	2336	1770
Glass House Bay					
Red Cliff Point					1799
Point Skirmish	"There was a party of natives on the point, and our communication was at first friendly, but after receiving presents, they made an attack, and one of them was wounded."	1712	28	2308	1799

Charting 1822-1980

Year	Vessel	Location
1823/4	<i>Mermaid</i>	Discovery and settlement of Brisbane River
1828	<i>Rainbow</i>	Rous Channel
1858	<i>Herald</i>	Moreton Bay
1864/5	<i>Edith</i>	Solitary Isles to Point Danger
1866/7	<i>Pearl</i>	Moreton Bay, Cape Moreton to Point Danger
1872	<i>Pearl</i>	Brisbane River
1944/5	<i>Boat Party</i>	Moreton Bay
1946	<i>Barcoo</i>	Brisbane River
1948	<i>Warrego</i>	Freeman Channel in Moreton Bay
1957	<i>Warrego</i>	North Solitary Island to Woody Head
1960	<i>Warrego</i>	Woody Head to Point Danger; Fingal Head and Danger Point vicinity
1961	<i>Warrego</i>	Cape Moreton to Point Look-out
1962	<i>Warrego</i>	South-eastern approaches to Moreton Bay
1963	<i>Warrego</i>	Point Look-out

Morton Island — Break Sea Spit

Location	Explanation of Names, etc.	Distance in km			Year
		Wilson Prom.	Local	Cape York	
Morton Island	"the long slip on the east side (of Glass-house Bay) as supposing it would have received that name from Captain Cook, had he known of its insularity."				1799
Pumice Stone River	"from the quantity of pumice stone on the borders"				1799
Noosa Head, Low Bluff (Mount Boulder, High Peak)		1791	79	2229	1799
Double Island Point	"like to Small Islands laying under the land"	1841	50	2179	1770
Wide Bay	Flinders suspected connection with Hervey's Bay				1802
Bluff Hill, Indian Head	"a number of the Natives were assembled"	1949	108	2071	1770
Sandy Cape	"two very large white Patches of sand upon it"	1979	30	2041	1770
Break Sea Spit	"because now we had smooth water, whereas upon the whole Coast the southward of it we had always a high sea or swell"	2019	40	2001	1770

Charting 1822-1980

Year	Vessel	Location
1863		Great Sandy Strait
1865	<i>Pearl</i>	Northern Entrance to Great Sandy Strait, Point Danger to Moreton Island
1868	<i>Pearl</i>	Moreton Bay to Indian Head; Wide Bay and bar
1869	<i>Pearl</i>	Indian Head to Hervey's Bay
1872	<i>Pearl</i>	Wide Bay and bar
1926	<i>Herald</i>	Lady Elliot Island and Vicinity
1943	<i>Boat Party</i>	Pumice Stone Strait
1948	<i>Warrego</i>	Capricorn Group
1953	<i>Warrego/Wareen</i>	Eastward from Lady Elliot Island
1955	<i>Warrego</i>	Break Sea Spit to Lady Elliot Island
1957	<i>Warrego</i>	Sandy Cape to Break Sea Spit
1963	<i>Warrego</i>	East coast to Moreton Island
1964	<i>Gascoyne</i>	Indian Head to Saumarez and Frederick Reefs

Curlew Islet — Facing Island

Location	Explanation of Names, etc.	Distance in km			Year
		Wilson Prom.	Local	Cape York	
Sandy Cape					1770
	woody island				1799
Curlew Islet	"this rocky, sandy spot is much frequented by aquatic birds, particularly by that species"				1799
Hervey's Bay					1799
(Double Sloping Hill) (Double Mount)	"sloping hummock"				1799
South Head	shallow inlets	2105	86	1915	1799
Bustard Bay	"we saw some bustards, such as we have in England"	2191	86	1829	1770
Bunker's Group	"Mr. Bunker, commander of <i>Albion</i> , south whaler, described in 1803 the cluster to be of considerable extent"				1803
(Mount Larcom)	"a conspicuous hill, in compliment to Captain Larcom, R.N."				1802
Gatcombe Head	"a projection to the southward of which there was a rather deep bight"	2244	53	1776	1802
(Hill View)					1802
South-Trees Point					1802
Port Curtis	"Admiral Sir Roger, who had commanded at the Cape of Good Hope and been so attentive to our wants"				1802
Facing Island	"the island which protects Port Curtis from the sea"				1802

Charting 1822-1980

Year	Vessel	Location
1847/8	<i>Rattlesnake</i>	Port Curtis; Inner route of Great Barrier Reefs
1863	<i>Pearl</i>	Hervey's Bay; Entrance to Mary River
1865-67	<i>Salamander</i>	Inner route of Great Barrier Reefs
1868	<i>Virago</i>	Inner route of Great Barrier Reefs
1870	<i>Pearl</i>	Hervey's Bay to Port Curtis
1871	<i>Pearl</i>	Port Curtis to Cape Capricorn
1946	<i>Warrego</i>	Approaches to Gladstone Harbour; Lady Elliot Island to Gatcombe Head to Cape Capricorn to Delcoymyn Island to Round Hill to Richard Point
1948	<i>Warrego</i>	Approaches to Gladstone; Meat Works Jetty at Gladstone; Hervey's Bay; Lady Elliot Bay to Platypus Bay; Platypus Bay
1953	<i>Warrego/Warreen</i>	Gladstone Harbour; Port Curtis; Inner and Outer route
1965	<i>Paluma</i>	Approaches to Urangan
1973	<i>Moresby</i>	Approaches to Bundaberg Bundaberg to Bustard Bay

APPENDIX 4 ALPHABETICAL LISTING OF TOWNS AND SETTLEMENTS OF SOUTH EAST QUEENSLAND - DATABASE

Shire/ City: Amamoor
Cooloola

Forestry District: Imbil

Population: N/A

Current Industry: Pineapples, Dairying, Small crops, Site of Country Music Muster

Forestry Office?: Imbil

Proximity to SF/ NP: Various State Forests

Topography: Mary Valley

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Forestry plantations

Past number of timber licences: 9

Date of first settlement in area: 1870s

Reason for first settlement: Sheep, cattle

Date of town settlement: 1915 - town was little more than a timber siding; 1917 saw sale of 'The Amamoor Scrub'

Date of first school: 1914 - Diamond Creek; 1921 - Amamoor

On Railway?: Yes

Date of first railway: 1915

On river?: No

Other transport:

Period of timber/ forest signif: Mills operated from the 1920s-1960s

Timber use?: Timber, plantations

Timber firms etc: Hyne and Son, Doyles, Beattie, Amamoor Case Mill and others

Timber type: Hoop Pine

Markets: Gympie

Select References: Pedley, 1979

Beaudesert

Shire/ City: Beaudesert

Forestry District: Beerburrum

Population: 4028

Current Industry: Agriculture, Beef, Dairying

Forestry Office?:

Proximity to SF/ NP: no

Topography: Flat

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Enright's mill and memorial

Past number of timber licences: 6

Date of first settlement in area: 1870s

Reason for first settlement:

Date of town settlement:

Date of first school: 1884 - Kerry Provisional School; 1891 - Beaudesert

On Railway?: Yes

Date of first railway: 1888

On river?: No

Other transport: Road networks

Period of timber/ forest signif: 1890s-present

Timber use?:

Timber firms etc: Laheys, Campbell & Sons, Josias Hancock, Qld Forest Service, Enrights

Timber type:

Markets:

Select References:

Beechmont

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: N/A

Current Industry: Dairying, Tourism, Residential

Forestry Office?:

Proximity to SF/ NP: on edge of Lamington N.P.

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscape for dairying, tracks, names such as "Black Chute",
"Cedar Chute"

Past number of timber licences: 2

Date of first settlement in area: 1882

Reason for first settlement: Cedar cutters

Date of town settlement: 1882-1892 - twenty-three selections

Date of first school: 1905

On Railway?: No

Date of first railway:

On river?: No

Other transport: road to Nerang

Period of timber/ forest signif: Scrub felling - 1890s-1900s

Timber use?: Timber, clearing

Timber firms etc:

Timber type: Beech

Markets:

Select References: Longhurst, 1992

Beerwah

Shire/ City: Caloundra City

Forestry District: Beerburrum

Population: 1089

Current Industry: Pineapples, Fruit, Small crops, Dairying

Forestry Office?: Beerwah

Proximity to SF/ NP: Beerburrum State Forest

Topography: Flat wallum country

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Forestry plantations and nurseries, Forestry office and nursery

Past number of timber licences: 4

Date of first settlement in area: 1890s

Reason for first settlement: Sheep, cotton, sugar

Date of town settlement: 1889/1890 - first hotel opened 1890

Date of first school: 1888 - Coochin Crk Prov Sch; 1909 - State School; 1915 - Beerwah S.S.

On Railway?: Yes

Date of first railway: 1888

On river?: No

Other transport: 1867 - Cobb & Co to Gympie; rafts on Caboolture R

Period of timber/ forest signif: 1924-1960s

Timber use?: Timber, plantations

Timber firms etc: Brown & Broad Ltd, Pettigrew, Simpson, Stirling, Raddatz

Timber type: Cedar, Hoop Pine, Bunya Pine, Exotic plantation pine, Hardwood (Bribie/
Glass House)

Markets: Brisbane

Select References: Kleinschmidt, 1986; Hopkins, 1987, Caloundra City Council Cultural
Landscape Study, 1996

Benarkin

Shire/ City: Nanango

Forestry District: Yarraman

Population: N/A

Current Industry: Timber

Forestry Office?:

Proximity to SF/ NP: Benarkin State Forest

Topography: Blackbutt Range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Plantations, forestry office, nursery

Past number of timber licences: 2

Date of first settlement in area: 1911

Reason for first settlement: Timber

Date of town settlement: Railway Department Surveyor selected name 'Benarkin' and it was gazetted in 1912

Date of first school: 1909 - Taromeo school; 1910 - Benarkin (McNamara's Camp Prov. School) (previously Well Holes)

On Railway?: Yes

Date of first railway: 1911

On river?: No

Other transport:

Period of timber/ forest signif: 1912-present

Timber use?: Timber

Timber firms etc: Wilkinson & Son, Dellar & Co.

Timber type: Hoop Pine - including plantation, Bunya Pine, Hardwood

Markets: City markets

Select References: Murphy & Easton, 1950; Stocks, 1988

Biggenden

Shire/ City: Biggenden

Forestry District: Maryborough

Population: 686

Current Industry:

Forestry Office?:

Proximity to SF/ NP: SF287, Mt Walsh N.P.

Topography:

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences: 1

Date of first settlement in area: 1840s (Degilbo); 1887 (iron)

Reason for first settlement: sheep

Date of town settlement: 1891

Date of first school: 1892 - Provisional School

On Railway?: Yes

Date of first railway: 1891

On river?: No

Other transport:

Period of timber/ forest signif: 1909-1987

Timber use?: Much was timber for clearing

Timber firms etc: Bartsch, Baulch & Woodman

Timber type:

Markets:

Select References: Stewart, n.d.

Blackbutt

Shire/ City: Nanango

Forestry District: Yarraman

Population: 527

Current Industry: Timber

Forestry Office?: Blackbutt (DNR)

Proximity to SF/ NP: Blackbutt Range/ various SFs

Topography: Blackbutt Range - dense scrub

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Called "Timber Town", hoop pine plantations, base for timber workers

Past number of timber licences: 10

Date of first settlement in area: 1889

Reason for first settlement: Agriculture

Date of town settlement: 1900 - town reserve proclaimed (named by Surveyor Munro in 1908)

Date of first school: 1896

On Railway?: Yes

Date of first railway: 1912

On river?: No

Other transport: Blackbutt Range Highway, road to Crow's Nest

Period of timber/ forest signif: 1901-present

Timber use?: Timber

Timber firms etc: Lars Andersen, Wilkinson & Son, Emmerson & So, Ogilvie, Hancock & Gore, Blinco Brothers, Houston and others

Timber type: Hoop Pine, Blackbutt, Tallow wood, Plantations pine, native hardwoods

Markets:

Select References: Murphy & Easton, 1950; Stocks, 1988

Boonah

Shire/ City: Boonah

Forestry District: Beerburrum

Population: 2100

Current Industry: Farming, Tourism

Forestry Office?: National Park Office

Proximity to SF/ NP: Main Range

Topography: Flat

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Cossarts - recycled timber

Past number of timber licences: 3 at Dugandan

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school: 1881

On Railway?: Yes

Date of first railway: 1887

On river?: No

Other transport: Roads

Period of timber/ forest signif: 1890s-present

Timber use?: Mostly timber cleared for agriculture/ dairying

Timber firms etc: Hancock Brothers, Cossarts, Bruckners

Timber type: Bloodwood, Hardwoods, Pine, Cedar

Markets:

Select References: Boonah Shire Council, 1980.

Brisbane

Shire/ City: Brisbane City

Forestry District: Beerburrum

Population: 751115

Current Industry: Administrative, Commercial

Forestry Office?: Head Office

Proximity to SF/ NP: Various, including Brisbane Forest Park

Topography: River surrounded by hills

Current sawmill (number): 3 including 1 with crown hardwood allocation

Mill - hardwood crown allocation:

Other timber evidence: Timber architecture, Rafting Ground Road

Past number of timber licences: 183

Date of first settlement in area: 1824

Reason for first settlement: Penal settlement

Date of town settlement: 1842 - free settlement

Date of first school: 1826

On Railway?: Yes

Date of first railway: 1875

On river?: Yes

Other transport: Centre of complex road systems

Period of timber/ forest signif: 1853-present

Timber use?: Timber processing centre

Timber firms etc: Pettigrew, All major timber firms

Timber type: All major timber types

Markets: Domestic and export

Select References: Kerr, 1998

Brooweena

Shire/ City: Woocoo

Forestry District: Maryborough

Population: N/A

Current Industry: Timber

Forestry Office?:

Proximity to SF/ NP: Large state forests in Maryborough district

Topography:

Current sawmill (number): 2 including 1 with crown hardwood allocation

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill, Layout of town around water source

Past number of timber licences: 2

Date of first settlement in area: 1850s pastoral runs including Teebar, Marodian and Gigoomgan; also timbergetters from 1860s

Reason for first settlement: Sheep, timber

Date of town settlement: 1889 (originally known as Teebar)

Date of first school: 1893 - Teebar Provisional School

On Railway?: Yes

Date of first railway: 1889

On river?: No

Other transport:

Period of timber/ forest signif: 1924 - present

Timber use?: Timber

Timber firms etc: Lahey, Thompsen

Timber type: Hoop Pine, Hardwood

Markets: Maryborough, Gympie, Rockhampton, Townsville

Select References: Harvey, n.d.

Buderim

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 7499

Current Industry: Residential

Forestry Office?:

Proximity to SF/ NP: Near Blackall Range

Topography: Hilly

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes

Past number of timber licences: 5

Date of first settlement in area: 1869 - Dixon and other selectors

Reason for first settlement: Farming and timber

Date of town settlement: In 1878, 87 non-Indigenous residents of Buderim, Bli Bli and Maroochy

Date of first school: 1875 - Provisional School

On Railway?: No

Date of first railway:

On river?: No

Other transport: 1914-1935 the Palmwoods to Buderim mountain tramway

Period of timber/ forest signif: late 19th century, but mills continued into 1980s

Timber use?: Timber and then clearing for sugar and farming

Timber firms etc: Nonmus, Barnes and Dean; Low and Grigor shipped Buderim timbers to Brisbane in 19th century

Timber type: Cedar, hoop, hardwoods

Markets: Brisbane

Select References: Gregory, 1991

Builyan

Shire/ City: Calliope

Forestry District: Monto

Population: N/A

Current Industry: Timber, Cattle

Forestry Office?:

Proximity to SF/ NP: SF391 (Granite Creek) & 645

Topography: Boyne Valley, surrounded by hills

Current sawmill (number): 2 including 1 with crown hardwood allocation

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmills, forestry plantations

Past number of timber licences: 5

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: Yes

Date of first railway: 1910 (Many Peaks)

On river?: No

Other transport:

Period of timber/ forest signif: 1916-present

Timber use?: Timber

Timber firms etc: Central Queensland Timber and Plywood Company, Wilson & Hart, Summers & Zwisler, Walker, Boyne Valley Sawmilling Co, Builyan Sawmills

Timber type: Hoop pine

Markets: Gladstone

Bundaberg

Shire/ City: Bundaberg

Forestry District: Maryborough

Population: 38074

Current Industry: Sugar, Rum distillery

Forestry Office?:

Proximity to SF/ NP: no

Topography: Coastal city on river

Current sawmill (number): 3, including 1 with crown hardwood allocation

Mill - hardwood crown allocation: 1

Other timber evidence: Timber was rafted down, Woongarra scrub

Past number of timber licences: 9

Date of first settlement in area: 1866

Reason for first settlement: Timber (Steuarts) - for boiling down works at Baffle Creek - also maize

Date of town settlement: 1870s - 1868 first mill (Waterview Mill) - milled timber easier to load than logs; 1881 - gazettal of the Borough of Bundaberg

Date of first school: 1875 - National school

On Railway?: Yes

Date of first railway: 1888

On river?: Yes

Other transport: Harbour and port; road and rail to Mt Perry mines (1870s)

Period of timber/ forest signif: Mills operating from 1868-1963 - mostly in the early period

Timber use?: Timber and then clearing for agriculture

Timber firms etc: Skyring, Johnston, Baker, Jappe, Rattray & Sons, Bundaberg timber Co., Burnett Sawmills, Burnett Sawmilling Pty Ltd.

Timber type:

Markets:

Select References: Nolan, 1978.

Bunya Mountains

Shire/ City: Nanango/ Wambo

Forestry District: Yarraman/ Dalby

Population: N/A

Current Industry: Tourism, Recreation

Forestry Office?: 1939

Proximity to SF/ NP: Bunya Mountains

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: 14 timber chutes, tramline

Past number of timber licences: 8

Date of first settlement in area: 1840s and 1878

Reason for first settlement: Grazing, timber

Date of town settlement:

Date of first school: 1887

On Railway?: No

Date of first railway:

On river?: No

Other transport: Roads - west to Dalby and east to Kumbia

Period of timber/ forest signif: 1840s - present

Timber use?: Timber, conservation and recreation

Timber firms etc: Hancock & Gore, Clapperton, Andersen, Hyne & Son, Great Bunya Sawmill, McKenzie

Timber type: Bunya Pine, Hoop Pine, Cedar, Hardwood,

Markets: Dalby, Nanango

Select References: Jarrott, 1995; Walker, 1978

Caboolture

Shire/ City: Caboolture

Forestry District: Beerburrum

Population: 12716

Current Industry: Administrative Centre, Residential

Forestry Office?:

Proximity to SF/ NP: Beerburrum SF

Topography: Flat

Current sawmill (number): 2, including 1 with crown hardwood allocation

Mill - hardwood crown allocation: 1

Other timber evidence: Cleared landscapes

Past number of timber licences: 15

Date of first settlement in area: 1850

Reason for first settlement: Pastoral holding - Henry Jeffreys

Date of town settlement: 1880 - Caboolture Divisional Board met

Date of first school: 1873

On Railway?: Yes

Date of first railway: 1888

On river?: Yes

Other transport: Bridge over Caboolture River built 1873

Period of timber/ forest signif: Mills operating from 1880s-present

Timber use?: Timber and clearing

Timber firms etc: Attewell & Proctor, Seeney, McCallum, Hambling

Timber type:

Markets: Brisbane

Select References: Tutt, 1973

Campbellville*

Shire/ City: Caloundra City

Forestry District: Beerburrum

Population: 0

Current Industry: Now part of a Plantation

Forestry Office?: Beerburrum

Proximity to SF/ NP: Beerburrum State Forest

Topography: On Coochin Creek; flat coastal wallum

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Remnants of town and mill

Past number of timber licences: 1

Date of first settlement in area: 1881-1894

Reason for first settlement: Timber mill

Date of town settlement: 1881

Date of first school: 1883 - Coochin Provisional School

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: Timber rafted to Pumicetone Passage

Period of timber/ forest signif: 1880s,1890s

Timber use?: Timber

Timber firms etc: James Campbell

Timber type: Cedar

Markets: Brisbane

Select References: Gubby, 1994

Canungra

Shire/ City: Beaudesert

Forestry District: Beerburrum

Population: 462

Current Industry: Agriculture, Horticulture, Tourism

Forestry Office?:

Proximity to SF/ NP: Lamington National Park & Numinbah SF

Topography: Surrounded by mountains

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Tunnel for tramway

Past number of timber licences: 2

Date of first settlement in area: 1860s

Reason for first settlement: Timber

Date of town settlement: 1884 - selected by Laheys

Date of first school: 1891

On Railway?: 1915-1955

Date of first railway:

On river?: No

Other transport: Tramway across Darlington Range, 191

Period of timber/ forest signif: 1884-1940s

Timber use?: Privately owned pine exploited for timber

Timber firms etc: Franklin, Laheys, Brisbane Timbers Ltd., War Service Homes Commission

Timber type: Cedar, Pine

Markets: Melbourne (butter boxes), Logan Village (by tram)

Select References: Curtis, 1980?, Joyce, 1966, Lahey, 1942?; Morgan, 1975-6

Childers

Shire/ City: Isis

Forestry District: Maryborough

Population: 1473

Current Industry: Sugar

Forestry Office?:

Proximity to SF/ NP: SF832 Cordalba and others

Topography: Range - volcanic soils

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Rafting grounds on the Isis River, red volcanic scrub soil

Past number of timber licences: 9 - Cordalba had a further 2

Date of first settlement in area: 1860s - William Howard

Reason for first settlement: Timber

Date of town settlement: 1870s

Date of first school: 1887 - South Isis

On Railway?: Yes

Date of first railway: 1887

On river?: Yes

Other transport: Coach route from Bundaberg to Maryborough

Period of timber/ forest signif: Mills operated from 1860s-1950

Timber use?: Timber and clearing

Timber firms etc: Prosser, Eureka Sawmilling Company, Pizzey and Sons

Timber type: Hoop pine

Markets: Maryborough

Select References: Laurie, 1948

Conondale

Shire/ City: Caloundra

Forestry District: Imbil

Population: N/A

Current Industry: Dairying, Tourism

Forestry Office?:

Proximity to SF/ NP: Conondale National Park and State Forests

Topography: Ridge overlooking Parson's Flat

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill remnants on private land

Past number of timber licences: 4

Date of first settlement in area: 1853 - McKenzie

Reason for first settlement: Cattle

Date of town settlement:

Date of first school: 1915

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: Road into Blackall Range

Period of timber/ forest signif: Mills operated from 1908-1940s

Timber use?: Clearing for agriculture; timber from Conondale Range was used in construction of Hornibrook Highway

Timber firms etc: Bradford, Grigor?, Hamilton Sawmills Pty Ltd., Perrott

Timber type: Hardwood, hoop pine

Markets: Brisbane

Select References: Caloundra City Council Cultural Landscape Study, 1996

Coolabunia

Shire/ City: Kingaroy

Forestry District: Yarraman

Population: N/A

Current Industry: Grain, Peanuts, Navy Beans

Forestry Office?: No

Proximity to SF/ NP: No

Topography: Flat

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscape, "Coolabunia scrub"

Past number of timber licences: 1 according to Coolabunia Centenary Committee

Date of first settlement in area: 1883

Reason for first settlement: Agriculture, maize

Date of town settlement: 1889 - closer settlement

Date of first school: 1891- Provisional School

On Railway?: Yes

Date of first railway: 1904 - Kingaroy

On river?: No

Other transport: Rail at Nanango

Period of timber/ forest signif: 1890-1910

Timber use?: Clearing for agriculture

Timber firms etc:

Timber type: Pine, Crow's Ash, Yellow-wood,

Markets: Taabinga Village, Coolabunia, Kingaroy, Gympie, Maryborough

Select References: Coolabunia Centenary Committee, n.d.

Cooran

Shire/ City: Noosa

Forestry District: Maryborough

Population: 454

Current Industry: Small crops, Rural-residential

Forestry Office?:

Proximity to SF/ NP: Mothar Mountain Pinbarren Scrub

Topography: Undulating

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Joinery shop

Past number of timber licences: 3

Date of first settlement in area: 50 homesteads taken up by Protestant Unity Group (mostly Danes and Germans) in 1894; timbergetters from 1890s

Reason for first settlement: Sugar; timber

Date of town settlement: Cobb & Co "Halfway House" at Cooran

Date of first school: 1897 - Pinbarren Siding

On Railway?: Yes

Date of first railway: 1889 (from Gympie) and 1891 (Cooran to Yandina)

On river?: No

Other transport: Coach from rail to Tewantin from 1889

Period of timber/ forest signif: 1890s-1940s

Timber use?: Clearing for agriculture and timber

Timber firms etc: Doyle, Renshaw, Straker

Timber type: Scrub timbers

Markets: Gympie, Maryborough

Select References: Page, 1970

Cooroy

Shire/ City: Noosa

Forestry District: Maryborough

Population: 1783

Current Industry: Grazing, fruit and vegetables, Timber, Secondary industry

Forestry Office?:

Proximity to SF/ NP: Tewantin State Forest

Topography: Undulating

Current sawmill (number): 2, including 1 with crown hardwood allocation

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill

Past number of timber licences: 10

Date of first settlement in area: 1860s

Reason for first settlement: Timber

Date of town settlement: 1907 - resumptions and clearing when Dath Henderson's timber lease expired

Date of first school: 1909

On Railway?: Yes

Date of first railway: 1891

On river?: No

Other transport: Road across range to the coast

Period of timber/ forest signif: 1860s - present (mills from 1908)

Timber use?: Timber and clearing

Timber firms etc: Fenwick Brothers & Morrish, Northcoast Sawmills Pty Ltd, Straker & Sons, Ford Brothers, Nandroya Sawmill holdings (Boral)

Timber type: Hardwoods, Pine

Markets: Brisbane

Select References: Christie, I., 1985

Cooyar

Shire/ City: Rosalie

Forestry District: Yarraman

Population: N/A

Current Industry: Grazing

Forestry Office?:

Proximity to SF/ NP: Bunya Mountains

Topography: Near Blackbutt and Cooyar Ranges and Bunya Mountai

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Sawmill

Past number of timber licencees: 2

Date of first settlement in area: 1840s

Reason for first settlement: Pastoral

Date of town settlement:

Date of first school: 1899

On Railway?: Yes

Date of first railway: 1913

On river?: No

Other transport:

Period of timber/ forest signif: 1909-1940

Timber use?:

Timber firms etc: Queensland Pine Company

Timber type: Bunya Pine, Cedar

Markets: Kooralgin Mill

Select References: Murphy & Easton, 1950; Hansen, 1995

Crow's Nest

Shire/ City: Crow's Nest

Forestry District: Yarraman

Population: 1154

Current Industry: Cattle

Forestry Office?: National Park Office

Proximity to SF/ NP: Crows Nest & Ravensbourne N.P. & various SFs

Topography: Flat - red soil

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, situation on railway line, clearing for agriculture, tramway system

Past number of timber licencees: 6

Date of first settlement in area: 1868 - Tooth lease, 1875 two timber reserves

Reason for first settlement: Cattle, timber

Date of town settlement: 1876 - town reserve declared

Date of first school: 1877 - Provisional School; State School in 1880

On Railway?: Yes

Date of first railway: 1886

On river?: No

Other transport:

Period of timber/ forest signif: Mills operating from 1890s-present

Timber use?: Timber and clearing of scrub

Timber firms etc: Emmerson's Planing Mills, Filshie Broadfoot & Co, Harrison & Son, Simon, Blinco, Tigell & Sons

Timber type: Pine, Blackbutt, Hardwood

Markets: Toowoomba, Brisbane

Select References: The Crow's Nest and District Tourist and Progress Association, 1989.

Dayboro

Shire/ City: Pine Rivers

Forestry District: Beerburrum

Population: 817

Current Industry: Dairying, bananas, pineapples

Forestry Office?: Mount Mee

Proximity to SF/ NP: Mt Mee SF 809 & 893, Brisbane Forest Park

Topography: D'Aguilar Range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Railway remnants, cleared landscape

Past number of timber licences: 5

Date of first settlement in area: 1845 - Griffin leased land on northside of Pine River

Reason for first settlement: Timber, sheep, crops, dairying

Date of town settlement: 1920 - name changed from 'Terror's Creek' to Dayboro

Date of first school: 1875 - Raaens School; 1878 Terror's Creek

On Railway?: Yes

Date of first railway: 1920

On river?: No

Other transport:

Period of timber/ forest signif: 1903-1940s

Timber use?: Timber and clearing for agriculture

Timber firms etc: Hancock & Gore, Stephens, Terror's Creek Timber Company

Timber type: Hoop pine, beech, cedar, hardwood

Markets: Brisbane

Select References: Horton, 1988

Dugandan

Shire/ City: Boonah

Forestry District: Beerburrum

Population: N/A

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Mt Barney NP, Main Range

Topography: Flat

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Sawmill shed remains

Past number of timber licencees: 3

Date of first settlement in area: Railway terminus - predates Boonah

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: Yes

Date of first railway: 1887

On river?: No

Other transport:

Period of timber/ forest signif: 1880s-1960s

Timber use?:

Timber firms etc: Hancock, Cossart, Bruckner

Timber type: Cedar, hardwood

Markets: Brisbane, Ipswich

Select References:

Elginvale*

Shire/ City: Kilkivan

Forestry District: Yarraman

Population: 0

Current Industry: Grazing

Forestry Office?: Gallangowan

Proximity to SF/ NP: Manumbar and Black Snake Range

Topography: Manumbar Range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, remnants of township

Past number of timber licencees: 3

Date of first settlement in area: Pastoral stations in 1850s;1880s - Kilkivan area

Reason for first settlement: Timber, gold

Date of town settlement: 1927-1987

Date of first school: 1899 - 1905 Provisional school; 1927-1933 & 1935-1977 Elgin Vale State School

On Railway?: No

Date of first railway:

On river?: No

Other transport: Truck to rail at Kinbombi and Goomeri

Period of timber/ forest signif: 1920s-1980s

Timber use?: Timber

Timber firms etc: Spencer, Wilson Hart & Co.

Timber type: Pine, Plantation pine

Markets: Maryborough, Brisbane

Select References: Matthews, 1997

Emu Creek

Shire/ City: Crows Nest

Forestry District: Yarraman

Population: N/A

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Main Range

Topography:

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Sawmill remains

Past number of timber licences: 6

Date of first settlement in area: 1845 - Archers - various followed

Reason for first settlement: cattle

Date of town settlement: 1872 - James McAra leased land for a sawmill

Date of first school: 1893 - Mossview School; 1913 relocated at Jubilee Vale (school established at township of Emu Vale in 1942)

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1905-1930s

Timber use?: Timber and clearing for dairying and cattle

Timber firms etc: Frost, Harrison, Bartz, Filshie & Broadfoot, Hancock & Gore (Emu Vale Timber Company)

Timber type: Hardwood, pine, cedar, mahogany

Markets:

Select References: Ahearn, 1993

Esk

Shire/ City: Esk

Forestry District: Yarraman

Population: 882

Current Industry: Farming, Dairying, Cattle

Forestry Office?:

Proximity to SF/ NP: Lockyer SF

Topography: Brisbane Valley - undulating

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation: 1

Other timber evidence: Tramway system

Past number of timber licences: 11

Date of first settlement in area: 1849 - Mt Esk (Bigges); 1884 resumptions

Reason for first settlement: Pastoral

Date of town settlement: 1881 - post office report

Date of first school: 1881

On Railway?: Yes

Date of first railway: 1886

On river?: No

Other transport:

Period of timber/ forest signif: 1880s-1980s

Timber use?: Timber and clearing

Timber firms etc: Andersen, Blank Brothers, Raymond & Hossack, Qld Forest Service, Barbour, Boon, Gregor

Timber type: Pine, Hardwood

Markets: Brisbane, Toowoomba (butter boxes)

Select References: Kerr, R, 1988

Eudlo

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: N/A

Current Industry: Small crops, dairying, rural-residential

Forestry Office?:

Proximity to SF/ NP:

Topography:

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation:

Other timber evidence: Sawmill

Past number of timber licences: 7

Date of first settlement in area: 1868 - William Clark selected 335 acres near Eudlo Creek

Reason for first settlement: Timber, cattle

Date of town settlement:

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1891 (Yandina)

On river?: Yes

Other transport: 1887 - road from Pettigrew's sugar store at Eudlo to Buderim

Period of timber/ forest signif: 1880s-present

Timber use?: Timber and clearing for agriculture

Timber firms etc: Olsen, Eudlo Sawmills, Adams, Brady, Lander, Sexton, Corlis

Timber type: Pine, cedar, hardwoods

Markets: Brisbane

Select References: Gregory, 1991

Eumundi

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 408

Current Industry: Rural-residential

Forestry Office?:

Proximity to SF/ NP:

Topography: Undulating

Current sawmill (number): 2

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, memorial to Dick Caplick

Past number of timber licences: 7

Date of first settlement in area: 1870s

Reason for first settlement: Timber

Date of town settlement:

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1891

On river?: No

Other transport: On the Gympie Road

Period of timber/ forest signif: Mills operating from 1880s-present

Timber use?: Timber and clearing for agriculture

Timber firms etc: Etheridge, Adams, Gililand & Straker, Williams, Wilkinson, Heiner, Long & Wells, Pearce

Timber type: Cedar, pine, hardwood

Markets: Brisbane

Select References: Gregory, 1991

Fassifern

Shire/ City: Boonah

Forestry District: Beerburrum

Population: N/A

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Cunningham's Gap, Main Range

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences: 0

Date of first settlement in area: 1842 - John Cameron took up Fassifern station; 1846 - Bush Inn, Cunningham's Gap

Reason for first settlement: Pastoralists, road junction (inn)

Date of town settlement: 1857 - township surveyed

Date of first school: 1882

On Railway?: Yes

Date of first railway: 1882

On river?: No

Other transport: On road to Spicer's Gap

Period of timber/ forest significance:

Timber use?: Clearing

Timber firms etc: Deadman, Robert Hines

Timber type:

Markets: Brisbane

Select References: Pugsley, 1975

Fraser Island

Shire/ City: Maryborough/ Hervey Bay?

Forestry District: Maryborough

Population: N/A

Current Industry: Tourism

Forestry Office?: National Park Office

Proximity to SF/ NP: Fraser Island

Topography: Sand island with coastal dunes, western creeks, central forested ridge etc

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Log dumps, forest station, camps, plantings, roads, tramways etc

Past number of timber licences: 3

Date of first settlement in area: 1848 (Maryborough), 1850s-1860s

Reason for first settlement: Timber

Date of town settlement: N/A

Date of first school: 1918

On Railway?: No

Date of first railway:

On river?: No

Other transport: Punts and boats connect the island with the mainland across the Great Sandy Straits

Period of timber/ forest signif: 1860s-present

Timber use?: Timber use and now conservation values

Timber firms etc: McKenzie's, Wilson & Hart, Hyne and Son

Timber type: Blackbutt, satinay, hoop pine, tallow-wood, other hardwoods

Markets: Maryborough, Brisbane, export

Select References: Williams, 1982; Petrie, 1995; Sinclair, 1997

Gin Gin

Shire/ City: Kolan

Forestry District: Maryborough

Population: 907

Current Industry: Cattle, small crops, dairying, sugar

Forestry Office?:

Proximity to SF/ NP: No

Topography:

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Name "Chin Chin" means 'thick scrub'

Past number of timber licencees: 7

Date of first settlement in area: 1840s

Reason for first settlement: Blaxland and Forster with sheep and cattle

Date of town settlement: 1878 - Gin Gin Hotel opened

Date of first school: 1882 - Albany (later gin Gin)

On Railway?: Yes

Date of first railway: 1882 (Gillen's Siding)

On river?: No

Other transport: Connections with Mt Perry and Bundaberg

Period of timber/ forest signif: 1880s-1940s

Timber use?: Timber and clearing

Timber firms etc: Dettrich, Hunter Brothers, McCreedy, McKay & Co., Rieck & Sons, Robinson, Wallace

Timber type:

Markets: 1882 - 3,045 tons of timber went through the Gin Gin Gin Station

Select References: Mullett, 1979

Goomboorian

Shire/ City: Cooloola

Forestry District: Maryborough

Population: N/A

Current Industry: Service Station, small crops

Forestry Office?: Toolara

Proximity to SF/ NP: Tuan/ Toolara Plantations

Topography: Flat country

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes all that is left of the timber belt between Gomborian and Kin Kin and Goomboorian and Gympie

Past number of timber licences: 4

Date of first settlement in area: 1876 - Ramsay and Co acquired timber land in the name of employees, Rogers, Armitage, Allen, Adams and Wells

Reason for first settlement: Timber

Date of town settlement:

Date of first school: 1902 - Provisional School

On Railway?: No

Date of first railway:

On river?: No

Other transport: Timber in the 19th century taken to Tin Can Bay for shipment to Maryborough

Period of timber/ forest signif: 19th century - mills operating until 1940s

Timber use?: Timber

Timber firms etc: Meyers, Hinds, Petersen, Borchert

Timber type: Hoop pine

Markets: Maryborough

Select References: Pedley, 1979

Goomeri

Shire/ City: Kilkivan

Forestry District: Yarraman

Population: 499

Current Industry: Dairying, lucerne

Forestry Office?:

Proximity to SF/ NP: Jimmy's Scrub, Boat Mountain

Topography:

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Siting of town - moved to railhead

Past number of timber licencees: 7

Date of first settlement in area: 1911

Reason for first settlement: Railhead and sale of farm and town lots

Date of town settlement: 1911

Date of first school: 1897 - Boonara Provisional School; 1901 - Boonara S.S.

On Railway?: Yes

Date of first railway: 1902

On river?: No

Other transport:

Period of timber/ forest signif: 1911-1950s

Timber use?: Timber

Timber firms etc: Goomeri Sawmills Pty Ltd., Skyring & Sons, Spencer, Ross & Co.

Timber type: Pine, cedar, ironbark, gum

Markets: Coast by rail

Select References: Murphy & Easton, 1950

Gympie

Shire/ City: Cooloola

Forestry District: Maryborough

Population: 13176

Current Industry: Administrative centre, grazing, gold

Forestry Office?: Gympie - DPI and DNR offices/ Forestry Training Centre

Proximity to SF/ NP: Many State Forests in the vicinity

Topography: Follows the line of gold diggings

Current sawmill (number): 7 (Gympie and nearby), 1 with crown hardwood alloc

Mill - hardwood crown allocation: 2

Other timber evidence: Forestry offices, sawmills, housing

Past number of timber licences: 21

Date of first settlement in area: 1867

Reason for first settlement: Gold

Date of town settlement:

Date of first school:

On Railway?: Yes

Date of first railway: 1881 (to Maryborough) 1889 (to the south)

On river?: Yes

Other transport: Roads to north, south and west into Mary Valley

Period of timber/ forest signif: 1860s-present

Timber use?: Timber, timber for mining, clearing for agriculture

Timber firms etc: Ferguson, Doyle, Mallett, Meyers, Robertson, S & S Timbers, and others

Timber type: Pine and hardwood

Markets: Local use, Brisbane, Maryborough

Select References: Pedley, 1979

Imbil

Shire/ City: Cooloola

Forestry District: Imbil

Population: 429

Current Industry: Dairying, timber

Forestry Office?: Imbil

Proximity to SF/ NP: Various State Forests

Topography: Mary Valley

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Forestry office and nursery (?), Lambert Hyne Drive, Forestry plantations

Past number of timber licences: 7

Date of first settlement in area: 1840s, 1850s

Reason for first settlement: Sheep, gold, timber

Date of town settlement: 1914

Date of first school: 1897 - Imbil Provisional School; 1915 - Imbil State School

On Railway?: Yes

Date of first railway: 1914

On river?: No

Other transport:

Period of timber/ forest signif: 1920s - present

Timber use?: Timber, plantations, clearing

Timber firms etc: State sawmills, Richmond River Timber Company, Marsden & Meyers, Doyles, Lutton & Sons, Hyne & Sons

Timber type: Pine, Plantation Pine, Hardwood

Markets: Gympie

Select References: Pedley, 1979; Imbil District Management Plan

Ipswich

Shire/ City: Ipswich

Forestry District: Beerburrum

Population: 73299

Current Industry: Administrative and industrial centre, mining

Forestry Office?:

Proximity to SF/ NP:

Topography: On river

Current sawmill (number): 2

Mill - hardwood crown allocation:

Other timber evidence: Timber architecture

Past number of timber licencees: 11 (including North and West Ipswich)

Date of first settlement in area: 1827

Reason for first settlement: Convict limestone out-station established by Logan

Date of town settlement: 1842 - town surveyed

Date of first school: 1871 - Goodna, One Mile; 1891 - Blackstone, Dinmore, Silkstone; 1901 - Raceview

On Railway?: Yes

Date of first railway: 1874

On river?: Yes

Other transport:

Period of timber/ forest signif: Mills operating from 1880s-present

Timber use?: Timber processing for a variety of purposes

Timber firms etc: Brown & Broad, Deadman, Byrne & Co., QR Ipswich Workshops, Reilly, Hancock Bros, Spann

Timber type: All types of timber brought to Ipswich for processing

Markets: Ipswich, Brisbane, export

Select References: Brier-Mills, 1982

Jimna

Shire/ City: Kilcoy

Forestry District: Yarraman

Population: N/A

Current Industry: Gold (1860s-1948), Timber (1912-1948), Recreation (Peach Trees)

Forestry Office?: Jimna

Proximity to SF/ NP: Jimna Ranges

Topography: Range country

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Forestry barracks, Jimna Fire Tower

Past number of timber licencees: 5

Date of first settlement in area: 1851-Yabba selection

Reason for first settlement: Sheep

Date of town settlement: 1922 - mill moved from Monsildale to Jimna ('Foxlowe')

Date of first school: 1912 - Monsildale Provisional School

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1912-present

Timber use?:

Timber firms etc: Hancock & Gore (1922-64), Qld Soft and Hardwoods (Sunday Creek)

Timber type: Hoop Pine, Plantations Pine, Hardwood

Markets: Gympie, Nambour

Select References: Dwyer, 1966

Kalbar (Engelsburg)

Shire/ City: Boonah

Forestry District: Beerburrum

Population: 511

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Main Range

Topography: Slopes of Mt French; Warrill Valley

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes, Mt French National Park

Past number of timber licences: 2

Date of first settlement in area: 1870s

Reason for first settlement: Resumption of Fassifern Scrub

Date of town settlement: 1857 surveyed; 1883 Engelsburg the postal receiving office (prior to this at Fassifern Reserve)

Date of first school: 1887 - Fassifern Mixed School - provisional in 1879

On Railway?: No

Date of first railway: 1882 - Harrisville

On river?: No

Other transport: Road networks

Period of timber/ forest signif: Mills operating from 1910s-1930s

Timber use?: Early clearing for agriculture

Timber firms etc: Howard, Hancock Brothers, Lutter

Timber type:

Markets:

Select References: Krause, 1872-1972.

Kalpowar

Shire/ City: Monto

Forestry District: Monto

Population: N/A

Current Industry: Timber

Forestry Office?: Kalpowar

Proximity to SF/ NP: Kalpowar (SF695)

Topography: Hilly and elevated

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Forest station, hoop pine plantations

Past number of timber licences: 1

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1949-1982

Timber use?: Timber

Timber firms etc: Purlds

Timber type: Plantation pine thinnings for case timber

Markets: Gladstone

Select References: Kerr, 1998

Kandanga

Shire/ City: Cooloola

Forestry District: Imbil

Population: N/A

Current Industry: Pineapples, small crops, Ginger, Cattle

Forestry Office?: Imbil

Proximity to SF/ NP: Various State Forests

Topography: Mary Valley

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Melawondi (Hyne & Son)

Past number of timber licences: 2

Date of first settlement in area: 1860s

Reason for first settlement: Maize, oats, lucerne

Date of town settlement: 1912 (formerly Bunya Creek)

Date of first school: 1881-1928 Bunya Creek Provisional school; 1900 Kandanga Creek; 1915 - Kandanga

On Railway?: Yes

Date of first railway: 1914

On river?: No

Other transport:

Period of timber/ forest signif: 1914-1940s

Timber use?: Timber and clearing

Timber firms etc: Doyle Brothers

Timber type: Hoop pine

Markets: Gympie, Brisbane

Select References: Towner, 1994.

Kareewa (Cooroora)

Shire/ City: Noosa

Forestry District: Maryborough

Population: 0

Current Industry: Nil

Forestry Office?:

Proximity to SF/ NP: Tewantin SF

Topography: Undulating country 3 miles from Pomona

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: No physical remains

Past number of timber licences: 2

Date of first settlement in area: 1890s

Reason for first settlement: Timber

Date of town settlement:

Date of first school: 1898 - Provisional School

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1910s and 1940s

Timber use?: Timber

Timber firms etc: Greig, Houghton

Timber type:

Markets: Brisbane, Dalby

Select References: Page, 1970

Kilcoy

Shire/ City: Kilcoy

Forestry District: Yarraman

Population: 1424

Current Industry: Cattle - abattoir

Forestry Office?:

Proximity to SF/ NP: D'Aguilar Range, Jimna Range

Topography: watershed between the Mary and Brisbane River systems

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Boral timber supplies

Past number of timber licences: 6

Date of first settlement in area: 1841 - McKenzies; 1908 cut up for selection

Reason for first settlement: Pastoral

Date of town settlement: 1890 - Hopetown, name changed to Kilcoy in 1907

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1914

On river?: No

Other transport: Road to Ipswich and Caboolture

Period of timber/ forest signif: Mills operating from 1900-present

Timber use?:

Timber firms etc: Woodrow Borthers, Brown, Green, Jones, Kilcoy Saw and Planing Mills, Queensland Soft and Hardwoods Pty Ltd, and others

Timber type:

Markets: Brisbane

Select References: Brisbane History Group, 1986

Kilkivan

Shire/ City: Kilkivan

Forestry District: Yarraman

Population: 325

Current Industry: Cattle

Forestry Office?:

Proximity to SF/ NP: Manumbar and Black Snake Range

Topography: Manumbar Range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscape, Forestry nursery at Oakview

Past number of timber licences: 3

Date of first settlement in area: 1849 - Tooth took up Widgee Station

Reason for first settlement: Sheep, cattle

Date of town settlement: 1870s - gold

Date of first school: 1884 - Provisional School

On Railway?: Yes

Date of first railway: 1888

On river?: No

Other transport:

Period of timber/ forest signif: 1930s-1940s in Kilkivan, but earlier in the district

Timber use?: For mining and as timber

Timber firms etc: Kilkivan Timber Compnay, Spencer, Hayden Shire & Co., Hyne & Son, Denyer, Pearson, Ryan

Timber type: Cedar, pine, ironbark, gum

Markets: Gympie, Maryborough

Select References: Murphy & Easton, 1950

Kin Kin

Shire/ City: Noosa

Forestry District: Maryborough

Population: N/A

Current Industry: Dairying, small crops

Forestry Office?:

Proximity to SF/ NP: Mothar Mountain, Toolara SF

Topography: Undulating and hilly

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Sawmill

Past number of timber licences: 6

Date of first settlement in area: 1905

Reason for first settlement: Dairying - Richmond settlers

Date of town settlement:

Date of first school: 1905 - Pinbarren Creek

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1900s - present

Timber use?: Timber initially and clearing for bananas

Timber firms etc: Doyle, Hemsall

Timber type: Kauri Pine

Markets: Gympie, Brisbane

Select References: Page, 1970

Kingaroy

Shire/ City: Kingaroy

Forestry District: Yarraman

Population: 6672

Current Industry: Peanuts, agriculture

Forestry Office?:

Proximity to SF/ NP: Bunya Mountains

Topography: Flat

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes, rail siding

Past number of timber licences: 11

Date of first settlement in area: 1880s, 1890s

Reason for first settlement: Grazing, pastoral

Date of town settlement: 1887- Taabinga resumptions; 1904 - number of buildings increased

Date of first school: 1902 - Mt Jones Provisional School; 1909 - Kingaroy State School

On Railway?: Yes

Date of first railway: 1904

On river?: No

Other transport:

Period of timber/ forest signif: 1904-1914 but mills continued until 1940s

Timber use?: Timber cleared for agriculture

Timber firms etc: Queensland Pine Co., Jarrah Coy, Ferguson, Gallagher Brothers, Hayden Shire & Co., Mullen, Muller and others

Timber type: Pine

Markets: Kilkivan and onwards

Select References: Murphy & Easton, 1950; Murray, 1988

Kumbia

Shire/ City: Kingaroy

Forestry District: Yarraman

Population: N/A

Current Industry: Peanuts, navy Beans

Forestry Office?:

Proximity to SF/ NP: Bunya Mountains

Topography: Flat

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes

Past number of timber licences: 2

Date of first settlement in area: 1907 - Taabinga resumption

Reason for first settlement: Agriculture

Date of town settlement: 1910

Date of first school: 1927

On Railway?: No

Date of first railway:

On river?: No

Other transport: 1927 Bunya Mountains Road

Period of timber/ forest signif: 1913-1920s

Timber use?: Mostly timber was removed for agriculture

Timber firms etc: Preston brothers, Collier & Prothero, T. McMahon, Strandquist brothers

Timber type: Pine

Markets:

Select References: Murphy & Easton, 1950

Landsborough (Mellum Creek)

Shire/ City: Caloundra

Forestry District: Beerburrum

Population: 1150

Current Industry: Rural-residential, Tourism

Forestry Office?: Beerburrum

Proximity to SF/ NP: Beerburrum State Forest

Topography: Flat - coastal wallum

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences: 12

Date of first settlement in area: 1880s

Reason for first settlement: Mellum Hotel - coach house

Date of town settlement: 1881 - post office

Date of first school: 1881

On Railway?: Yes

Date of first railway: 1890

On river?: No

Other transport: On 19th century coach road

Period of timber/ forest signif: 1890s-1950s

Timber use?: Qld Coast Timber Company (Hancock & Gore?)

Timber firms etc: Imberber, Isambert, Dyer, and others

Timber type: Cedar, pine

Markets: Brisbane

Select References: Caloundra City Council, 1996; Tutt, 1977 & 1995

Linville

Shire/ City: Esk

Forestry District: Yarraman

Population: N/A

Current Industry: Timber, cattle

Forestry Office?:

Proximity to SF/ NP: Yarraman and Blackbutt forested areas

Topography: Undulating country

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill, rail head

Past number of timber licences: 13

Date of first settlement in area: 1880s

Reason for first settlement: Cattle, pigs

Date of town settlement: 1901 - post office report

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1910

On river?: No

Other transport:

Period of timber/ forest signif: 1911-present, especially early period

Timber use?: Timber

Timber firms etc: Hancock & Gore, Brown & Broad, Fox, Blank, Hinchcliffe, Korsch, Litherland

Timber type: Pine, cedar

Markets: Brisbane

Select References: Kerr, R., 1988

Maleny

Shire/ City: Caloundra City

Forestry District: Beerburrum

Population: 789

Current Industry: Dairying, tourism, small crops

Forestry Office?:

Proximity to SF/ NP: Blackall Range

Topography: Blackall Range country

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Place names - e.g. McCarthy's and Landers chute, Hardwood road

Past number of timber licences: 16

Date of first settlement in area: 1840s, 1870s

Reason for first settlement: Timber, dairying & pigs

Date of town settlement: 1878

Date of first school: 1886 - Blackall Range State School; 1913 - Maleny S.S.

On Railway?: No

Date of first railway:

On river?: No

Other transport: Timber chutes/ early roads

Period of timber/ forest signif: 1860s-1950 especially the late 19th century

Timber use?: Timber and clearing

Timber firms etc: Lahey Brothers, Grigor, Booroobin Sawmills, Lillingston, Obi Sawmilling Co., and others

Timber type: Cedar, Pine, Beech

Markets: Campbellville, Brisbane

Select References: Rees, n.d.

Manumbar*

Shire/ City: Kilkivan

Forestry District: Yarraman

Population: 0

Current Industry: Cattle

Forestry Office?: Gallangowan

Proximity to SF/ NP: Manumbar and Black Snake Range

Topography: Manumbar range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Manumbar Hall

Past number of timber licences: 2

Date of first settlement in area: 1848 - pastoral holding (John Mortimer)

Reason for first settlement: 1879 Resumption of Manumbar station

Date of town settlement: ?

Date of first school: ?

On Railway?: No

Date of first railway:

On river?: No

Other transport: Truck to rail head at Kinbombi and Goomeri

Period of timber/ forest signif: 1917-1960s

Timber use?: Timber

Timber firms etc: Manumbar Timber Company, Brims & Sons Pty Ltd.,

Timber type: Pine, Plantation pine

Markets:

Select References:

Many Peaks

Shire/ City: Calliope

Forestry District: Monto

Population: N/A

Current Industry: Hotel, cattle

Forestry Office?:

Proximity to SF/ NP: SF391 (Granite Creek) & 645

Topography: Boyne Valley, surrounded by hills

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences: 3

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif:

Timber use?:

Timber firms etc: Downey & Sons, Hunting & Sons, Walker & Sons

Timber type:

Markets:

Select References:

Mapleton

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 401

Current Industry: Tourism, Dairying

Forestry Office?:

Proximity to SF/ NP: Blackall Ranges

Topography: Range country

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes

Past number of timber licences: 9

Date of first settlement in area: 1874 - timber reserve gazetted; 1880s

Reason for first settlement: Bananas, agriculture, fruit

Date of town settlement:

Date of first school: 1899

On Railway?: No

Date of first railway: Tramway (1915) to Nambour

On river?: No

Other transport: Road to Nambour 1900; Obi Obi range road

Period of timber/ forest signif: 19th century and 1940s

Timber use?: Timber use and clearing for agriculture

Timber firms etc: Hourigan, Rosser

Timber type: Cedar, pine, beech

Markets: Nambour, Brisbane, case mills

Select References: Wareham, 1988

Maroochydore

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 28509

Current Industry: Tourism

Forestry Office?:

Proximity to SF/ NP: No

Topography: Coastal

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared riverbanks, siting of town

Past number of timber licences: 4

Date of first settlement in area: 1868 - James Low's store at Dunethin Rock and selected land on Maroochy River

Reason for first settlement: Coach stop on route to Gympie, timber

Date of town settlement: 1874 - Post and Telegraph station established

Date of first school: 1921

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: Coach road to Gympie goldfield from 1868

Period of timber/ forest signif: 1890s-1950

Timber use?: Timber

Timber firms etc: Pettigrew, Greig, Nonmus

Timber type: Cedar, pine, beech

Markets: Brisbane

Select References: Gregory, 1991; Alcorn, 1994

Maryborough

Shire/ City: Maryborough

Forestry District: Maryborough

Population: 20790

Current Industry: Regional centre, manufacturing, timber, tourism

Forestry Office?: Maryborough

Proximity to SF/ NP: Various to east and west, close to Fraser Island

Topography: Coastal city on Mary River

Current sawmill (number): 14

Mill - hardwood crown allocation: 2

Other timber evidence: Sawmills and facilities (wharves), timber housing

Past number of timber licences: 21

Date of first settlement in area: 1847 - George Furber built store and wharf

Reason for first settlement: Export of wool from hinterland

Date of town settlement: 1850 - town surveyed

Date of first school: 1862 - 'National' school

On Railway?: Yes

Date of first railway: 1881 (to Gympie)

On river?: Yes

Other transport: Major port, road and railway centre

Period of timber/ forest signif: 1860s- present

Timber use?: Timber processing

Timber firms etc: Pettigrew, Sim, Fairlie, Wilson Hart, Steadman, Gladwell & Greathead, Ramsay, Hyne & Son

Timber type: Pine and hardwood

Markets: Brisbane, export

Select References: Matthews, 1995; Maryborough, Wide Bay and Burnett Historical Society, 1986.

Mill Point, Lake Cootharaba

Shire/ City: Noosa

Forestry District: Maryborough

Population: 0

Current Industry: Now part of Cooloola National Park

Forestry Office?:

Proximity to SF/ NP: Tewantin & Ringtail SF, Cooloola NP

Topography: On lake, at head of Noosa River and downstream from Kin Kin Creek

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Remnants of sawmill, tramway, settlement and cemetery, rafting ground on Kin Kin Creek, remnants of timber barge in lake

Past number of timber licences: 1

Date of first settlement in area: 1869-1893

Reason for first settlement: Timber milling

Date of town settlement: 1869-1893

Date of first school: 1878 -- 1892 Provisional School

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: Tramway, wharf

Period of timber/ forest signif: 1880s

Timber use?: Timber

Timber firms etc: McGhie, Luya & Co.

Timber type: Kauri and hoop pine

Markets: Brisbane

Select References: Hibbard & Crosby, 1991

Miriam Vale

Shire/ City: Miriam Vale

Forestry District: Monto

Population: 447

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Eurimbula, Deep Water and 1770 N.P. & SFs to west

Topography:

Current sawmill (number):

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences:

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif:

Timber use?:

Timber firms etc:

Timber type:

Markets:

Select References:

Mooloolah

Shire/ City: Caloundra City

Forestry District: Beerburrum

Population: 658

Current Industry: Rural-residential, small crops, pineapples

Forestry Office?:

Proximity to SF/ NP: Blackall Ranges

Topography: Hilly country

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Forest remnants

Past number of timber licences: 10

Date of first settlement in area: 1860 - Lander on Mooloolah River

Reason for first settlement: Cattle, coach depot

Date of town settlement: 1881 population of 32

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1891

On river?: No

Other transport: No railway station - beside the station - tunnel

Period of timber/ forest signif: 1910s-1940s

Timber use?: Timber and clearing for agriculture

Timber firms etc: Russell, Mooloolah Sawmills, Pattersons, Perkins, Ditherner, Burns, Joseph and others

Timber type: Cedar, pine

Markets: Shipped to Brisbane

Select References: Caloundra City Council, 1996

Mount Mee

Shire/ City: Pine Rivers

Forestry District: Beerburrum

Population: N/A

Current Industry: Dairying, pineapples, forestry

Forestry Office?: Mount Mee

Proximity to SF/ NP: Mt Mee SF 809

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, timber jinkers

Past number of timber licences: 2

Date of first settlement in area: 1860s (Franz), 1880s (Thomas)

Reason for first settlement: Farming - corn

Date of town settlement: 1934 Mt Mee Banana Settlement

Date of first school: 1874 - Terrors Creek; 1884 Dahmongah Provisional School (renamed Mt Mee 1899)

On Railway?: No

Date of first railway:

On river?: No

Other transport: Road to D'Aguilar (rail from D'Aguilar to Woodford 1909), 1920 rail to Dayboro

Period of timber/ forest signif: 1910s-1940s

Timber use?: Timber and also clearing for bananas

Timber firms etc: Hancock Brothers Ltd, Thomason

Timber type: Cedar, pine beech, Hardwood, Beech

Markets: Brisbane (housing and St Stephens), Hornibrook Bridge, Mackay wharves and harbour

Select References: Horton, 1988; Luxford, 1995

Mt Glorious

Shire/ City: Pine Rivers

Forestry District: Beerburrum

Population: N/A

Current Industry: Tourism, rural-residential

Forestry Office?: Forestry station - Samsonvale

Proximity to SF/ NP: Maiala National Park and State Forest

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence:

Past number of timber licences: 3

Date of first settlement in area: 1903 - selector (James O'Hara)

Reason for first settlement: Bananas

Date of town settlement:

Date of first school: 1881 - Mount Sampson

On Railway?: No

Date of first railway:

On river?: No

Other transport: Road - Cedar Creek (1922), and via Mt Nebo to Samford

Period of timber/ forest signif: 1920s-1940s

Timber use?: Timber

Timber firms etc: Duel Brothers, Hallam, Leahy & Son

Timber type: Pine

Markets: Brisbane (housing)

Select References: Horton, 1988

Mudgeeraba

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: N/A

Current Industry: Dairying, Residential

Forestry Office?:

Proximity to SF/ NP: Nerang SF, Lamington NP

Topography: Flat

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Neranwood mill/ tram (1920s), forested remnants

Past number of timber licences: 9

Date of first settlement in area: 1860s

Reason for first settlement: Timber - rafted to Nerang; cotton

Date of town settlement: 1889 - postal district

Date of first school: 1887- Upper Mudgeeraba Provisional school; 1915 - Mudgeeraba S.S.

On Railway?: Yes

Date of first railway: 1903 - to Tweed Heads

On river?: No

Other transport: Road to Nerang

Period of timber/ forest signif: 1880s - present

Timber use?: Timber, clearing

Timber firms etc: William Sehmish, Houghton & Son, Knack, Rayner and Jordan, Meckleber, Davenport

Timber type: Hardwood (Neranwood), Beech, Cedar

Markets: Brisbane

Select References: Burrows, 1989

Nambour

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 10355

Current Industry: Sugar, Bananas

Forestry Office?:

Proximity to SF/ NP: Near Blackall Range

Topography: Hilly

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes for sugar

Past number of timber licences: 15

Date of first settlement in area: 1870 - Samwells' selection

Reason for first settlement: Grazing

Date of town settlement: 1880s

Date of first school: 1879 - Lemon Tree School (Maroochy Provisional School) - moved to Nambour
1890

On Railway?: Yes

Date of first railway: 1891

On river?: No

Other transport:

Period of timber/ forest signif: 1890s-1950

Timber use?: Timber, clearing

Timber firms etc: Braddow, Jockumson, Whalley

Timber type: Bunya, beech, cedar

Markets: Brisbane

Select References: Gregory, 1991

Nanango

Shire/ City: Nanango

Forestry District: Yarraman

Population: 2571

Current Industry: Coal, pigs, cattle

Forestry Office?:

Proximity to SF/ NP: Bunya Mountains,

Topography:

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscapes

Past number of timber licences: 10

Date of first settlement in area: 1840s

Reason for first settlement: Pastoral

Date of town settlement: 1851 - Goode's Inn; 1865 - gold; 1877 first land court

Date of first school: 1866

On Railway?: Yes

Date of first railway: 1911

On river?: No

Other transport:

Period of timber/ forest signif: 1901-1940s

Timber use?: Mostly clearing for agriculture

Timber firms etc: Fletcher, Timber Corporation Ltd., Mangan etc

Timber type: Hoop and bunya Pine

Markets:

Select References: Murphy & Easton, 1950; Lund, 1974

Nerang

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: 10174

Current Industry: Tourism, Residential, Administrative

Forestry Office?:

Proximity to SF/ NP: Nerang SF, Tamborine & Lamington NP

Topography: On a river - navigable/ fresh

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Siting of Nerang at the head of navigation; cleared landscape

Past number of timber licences: 9

Date of first settlement in area: 1830s, 1840s

Reason for first settlement: Cedar getters

Date of town settlement: 1880s

Date of first school: 1881 - Upper Nerang

On Railway?: Yes

Date of first railway: 1889

On river?: Yes

Other transport:

Period of timber/ forest signif: 1860s -1940s

Timber use?: Timber, clearing

Timber firms etc: Cox, Riverside Timbers, Miller, South Coast Timbers, and others

Timber type: Cedar, crow's ash, beech

Markets: Brisbane, export

Select References: Longhurst, 1994

Neranwood

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: 0

Current Industry: Nil

Forestry Office?:

Proximity to SF/ NP: Nerang State Forest

Topography: Bottom of Wunburra range, on Little Nerang Creek

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Tramway (remnants?)

Past number of timber licences: 1

Date of first settlement in area: 1917

Reason for first settlement: Selection - Trapps - dairying

Date of town settlement: 1924-1928

Date of first school: -

On Railway?: No

Date of first railway:

On river?: No

Other transport: Road to train at Mudgeeraba

Period of timber/ forest signif: 1920s,1930s

Timber use?: Timber

Timber firms etc: Nerang Hardwood Company, William Deardon

Timber type: Hardwood

Markets: Brisbane

Select References: Kerr, 1998

North Aramara/ Aramara

Shire/ City: Biggenden

Forestry District: Maryborough

Population: N/A

Current Industry: Timber

Forestry Office?: Previous forest station at North Aramara

Proximity to SF/ NP: SF129

Topography:

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, forestry plot at school

Past number of timber licencees: 3

Date of first settlement in area: 1887-1890

Reason for first settlement: Railway construction gang at Aramara

Date of town settlement: 1915 - hotel licence at Aramara

Date of first school: 1904 - Musket Flat Provisional School; moved to North Aramara in 1908 (Bowling Green Provisional School) and name changed to Aramara S.S> in 1940.

On Railway?: Yes

Date of first railway: 1889

On river?: No

Other transport:

Period of timber/ forest signif: 1940s-present

Timber use?: Timber

Timber firms etc: Marsh, Doran, North Aramara Sawmill

Timber type:

Markets:

North Arm

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: N/A

Current Industry: Rural-residential, sugar, small crops, dairying

Forestry Office?:

Proximity to SF/ NP:

Topography:

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation:

Other timber evidence: Sawmill

Past number of timber licences: 4

Date of first settlement in area: 1880s - selection by Thomas Fryar

Reason for first settlement: Sugar

Date of town settlement:

Date of first school: 1885

On Railway?: Yes

Date of first railway: 1891 (Yandina)

On river?: No

Other transport:

Period of timber/ forest signif: 1910s-present

Timber use?: Timber and clearing for agriculture

Timber firms etc: Abel, Landt & Beaton, Davidson, Wardrop

Timber type: Hardwood

Markets: Brisbane

Select References: Gregory, 1991

Numinbah

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: N/A

Current Industry: Dairying, Tourism, Penal settlement

Forestry Office?:

Proximity to SF/ NP: Numinbah SF

Topography: Valley surrounded by mountainous country

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Remains of mill, cleared landscapes

Past number of timber licences: 6

Date of first settlement in area: 1871

Reason for first settlement: Grazing and timber

Date of town settlement: 1870s selections

Date of first school: 1934

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: Bullock to Nerang and paddle-steamer to Brisbane

Period of timber/ forest signif: 1870s-present

Timber use?: Timber and clearing

Timber firms etc: Yaun, pine Mountain sawmills, H.M.State Farm, Dodds, Beckett, Stafford

Timber type: Cedar, hoop pine, blackbean

Markets: Brisbane

Select References: Hall, Yaun & Gilmont, 1988

Peachester

Shire/ City: Caloundra City

Forestry District: Beerburrum

Population: N/A

Current Industry: Horticulture, small crops, rural-residential

Forestry Office?:

Proximity to SF/ NP: Beerwah/ Beerburrum/ Glass House Mts

Topography:

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation: 1

Other timber evidence: Clearing for dairying, forested remnants

Past number of timber licences: 3

Date of first settlement in area: 1899

Reason for first settlement: Timber Mill moved to 'Peach Trees'

Date of town settlement: 1888 - town surveyed; blocks auctioned 1907

Date of first school: 1892 - Peach Trees Provisional School

On Railway?: No

Date of first railway:

On river?: No

Other transport: Rail from Beerwah/Landsborough, 1889

Period of timber/ forest signif: 1899-1950s

Timber use?: Timber

Timber firms etc: Peachester Timber Co., Woodford Sawmilling Co., Grigor

Timber type: Cedar, pine, beech

Markets: Caboolture

Select References: Hodgens & Guldbrandsen, 1988; Hodgens, McNeilly and Page, 1985

Pechey

Shire/ City: Crows Nest

Forestry District: Yarraman

Population: N/A

Current Industry: Cattle, timber

Forestry Office?: Pechey SF office

Proximity to SF/ NP: Various State Forests

Topography: Flat - red soil

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Pine plantations, tramways, situation on railway line

Past number of timber licences: 1

Date of first settlement in area: 1870s - Edward Peachey built homestead on hill above Pechey in 1872

Reason for first settlement: Timber milling

Date of town settlement: 1905 & 1918 - Pechey estate auctioned, including hotel, store and 100 allotments

Date of first school: 1870s

On Railway?: Yes

Date of first railway: Highfields (1993) and Crow's Nest (1886)

On river?: No

Other transport:

Period of timber/ forest signif: 1866-1924

Timber use?: Timber

Timber firms etc: Highfields Steam Saw Mills, Pechey

Timber type: Hardwood, blackbutt, hoop pine

Markets: Toowoomba

Select References: Crow's Nest and District Tourist and Progress Association Inc., 1989

Pomoma

Shire/ City: Noosa

Forestry District: Maryborough

Population: 885

Current Industry: Small crops, dairying, rural-residential, furniture manufacturing

Forestry Office?: Pomona (depot)

Proximity to SF/ NP: Tuckekoi SF963

Topography: Undulating

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Page Furnishers

Past number of timber licencees: 13

Date of first settlement in area: 1890s

Reason for first settlement: Timber

Date of town settlement: 1890s - 'Cooroora Siding', later renamed 'Pinbarren Siding' by railway department; name 'Pomona' adopted in 1906

Date of first school: 1897

On Railway?: Yes

Date of first railway: 1891 (Cooran)

On river?: No

Other transport:

Period of timber/ forest signif: 1920s-1950s

Timber use?: Timber and clearing for agriculture

Timber firms etc: Bushnell, Butcher, Carswell, Central Sawmilling Company, Ford Brothers, Houghton, Nugent & Saunders, O'Connell, O'Connor, Richmond River Timber Co.

Timber type: Hardwood, kauri pine

Markets: Brisbane, Gympie

Select References: Page, 1970; Christie, 1997

Ravensbourne (Perseverance Creek)

Shire/ City: Crow's Nest

Forestry District: Yarraman

Population: N/A

Current Industry: Dairying, timber

Forestry Office?: Pechey SF office

Proximity to SF/ NP: Various State Forests, Ravensbourne NP

Topography:

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation:

Other timber evidence: Remnant rainforests

Past number of timber licences: 7 along Perseverance Creek

Date of first settlement in area: 1889 - opened for selection (early village settlement failed)

Reason for first settlement: Maize, potatoes

Date of town settlement:

Date of first school: 1891

On Railway?: Yes

Date of first railway: Munro's train line to Hampton Railway (1908)

On river?: No

Other transport: Munro's tramway

Period of timber/ forest signif: 1880s-present

Timber use?: Timber, clearing, now conservation values

Timber firms etc: Ravensbourne Sawmilling Company, Filshie, Broadfoot & Co Ltd, Afflick, Munro

Timber type: Cedar (area known as 'the Cedar scrubs', tallow-wood, pine

Markets: Toowoomba, Brisbane

Select References: Beutel, 1992

Samsonvale

Shire/ City: Pine Rivers

Forestry District: Beerburrum

Population: N/A

Current Industry: Dairying, rural residential

Forestry Office?: Brisbane Forest Park

Proximity to SF/ NP: Brisbane Forest Park

Topography: Hilly to mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Railway remnants, clearing for grazing

Past number of timber licences: 3

Date of first settlement in area: 1844 (Joyner)

Reason for first settlement: Cattle, timber, agriculture

Date of town settlement: 1868 selections

Date of first school:

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif:

Timber use?: Timber and clearing

Timber firms etc: Gordon & Spons, Rogers, Winn Brothers

Timber type: Hoop, cedar, silky oak, hardwoods

Markets: Brisbane

Select References: Horton, 1988

Springbrook

Shire/ City: Gold Coast City

Forestry District: Beerburrum

Population: N/A

Current Industry: Tourism, Recreational

Forestry Office?:

Proximity to SF/ NP: Springbrook & Lamington NP, Nerang SF

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: National Park, walking trails etc

Past number of timber licencees: 5

Date of first settlement in area: 1906

Reason for first settlement: Application for timber reserves to be opened for dairying and grazing

Date of town settlement: 1906

Date of first school: 1911

On Railway?: No

Date of first railway:

On river?: No

Other transport: Road to Mudgeeraba and Nerang 1914

Period of timber/ forest signif: 1910-present

Timber use?: Timber, clearing, conservation

Timber firms etc: Springbrook Timber Company, Charnock, Dennis, Larsen, Parkes

Timber type: Hardwood - messmate, blackbutt, turpentine etc, Hoop pine

Markets: Brisbane

Select References: Hall, 1990

Tamborine Mountain

Shire/ City: Beaudesert

Forestry District: Beerburrum

Population: 1007

Current Industry: Tourism, Residential

Forestry Office?:

Proximity to SF/ NP: Tamborine National Park

Topography: Mountainous

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Clearings, National Park

Past number of timber licences: 10

Date of first settlement in area: 1875 - selection; 1843 cattle station

Reason for first settlement: Agriculture, timber

Date of town settlement:

Date of first school: 1893 - Provisional School; 1901 - Tamborine Mtn

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1860s-1960s

Timber use?: Local milling, clearing for agriculture

Timber firms etc: Curtis, Jessie Daniels, Geissman Brothers, Laheys

Timber type: Hardwood, Hoop Pine, rainforest species

Markets: Coomera (by road)

Select References: Curtis, 1990

Taromeo

Shire/ City: Nanango

Forestry District: Yarraman

Population: N/A

Current Industry: Pastoral

Forestry Office?:

Proximity to SF/ NP: Benarkin and Blackbutt SFs

Topography: Top of Blackbutt Range

Current sawmill (number): 1

Mill - hardwood crown allocation:

Other timber evidence: Sawmill, remains of mill houses

Past number of timber licences: 1

Date of first settlement in area: 1842

Reason for first settlement: Pastoral - Taromeo station

Date of town settlement: 1910 - sawmill established

Date of first school: 1909 - Taromeo S.S.; Taromeo Soldier Settlement School (1934-1946)

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1910-present

Timber use?: Timber

Timber firms etc: Qld Forest Service, Raymond & Company and others

Timber type: Hoop pine, including plantation

Markets: Fruit cases, furniture

Select References: Stocks, 1988

Tewantin

Shire/ City: Noosa

Forestry District: Maryborough

Population: 17776

Current Industry: Tourism, residential

Forestry Office?:

Proximity to SF/ NP: Tewantin & Ringtail SF, Cooloola NP

Topography: On Noosa River

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Remant forest

Past number of timber licences: 8

Date of first settlement in area: 1860s

Reason for first settlement: Cedar cutters from Mooloolah; Mr Grainger Ward's selection

Date of town settlement: 1870 - township declared

Date of first school: 1881

On Railway?: No

Date of first railway:

On river?: Yes

Other transport: River transport across Noosa bar, first surveyed in 1869 (Cato, p.16)

Period of timber/ forest signif: 1880s and 1920s-1940s (case mills)

Timber use?: Timber and clearing?

Timber firms etc: Dath, Bartholomew & Co, gympie Terrace Case Mill, Holden & Sons, Furner, Hunter, Jensen, Jones, Jones & Meyers, Martin Brothers

Timber type: Hoop and kauri pine, cedar

Markets: Brisbane

Select References: Cooroora Historical Society, 1985

Tiaro

Shire/ City: Tiaro

Forestry District: Maryborough

Population: 305

Current Industry: Timber, small crops

Forestry Office?:

Proximity to SF/ NP: Various on either side

Topography: Mary Valley - communication point

Current sawmill (number): 1 (crown hardwood allocation)

Mill - hardwood crown allocation: 1

Other timber evidence: Situation on river and rail, sawmill

Past number of timber licences: 2

Date of first settlement in area: 1855 (Beardmore)

Reason for first settlement: Sheep

Date of town settlement: 1868 - post office service

Date of first school: 1870 - Provisional School

On Railway?: Yes

Date of first railway: 1881

On river?: Yes

Other transport:

Period of timber/ forest signif: 1880s-90s and 1940s

Timber use?: Timber and clearing

Timber firms etc: Wide Bay Sawmill Co Ltd., Howie, Tiaro timbers

Timber type: Cedar, Pine

Markets: Maryborough, Gympie

Select References: Scott, 1995

Tirroan (Goodnight Scrub)

Shire/ City: Kolan

Forestry District: Maryborough

Population: N/A

Current Industry: Agriculture, grazing

Forestry Office?: Monto/ Maryborough

Proximity to SF/ NP: Goodnight Scrub

Topography:

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Native hoop pine

Past number of timber licences: 1

Date of first settlement in area: 1850s

Reason for first settlement: Grazing (1880s - maize)

Date of town settlement: 1902 timber reservation

Date of first school:

On Railway?: Yes

Date of first railway: 1884 - Bundaberg/Mt Perry

On river?: No

Other transport:

Period of timber/ forest signif: 1940s

Timber use?: Timber, conservation

Timber firms etc: Kitching

Timber type: Hoop pine

Markets: Logs taken to mills at Gin Gin

Upper Yarraman

Shire/ City: Rosalie

Forestry District: Yarraman

Population: N/A

Current Industry: Farming

Forestry Office?: Yarraman

Proximity to SF/ NP: Various SFs

Topography: Blackall Range, Bunya Mountains

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Cleared landscape

Past number of timber licences: 1

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school: 1899

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif:

Timber use?:

Timber firms etc: Sibbles

Timber type:

Markets:

Select References: Murphy & Easton, 1950; Hansen, 1995

Wengenville*

Shire/ City: Nanango

Forestry District: Yarraman

Population: 0

Current Industry: Nil

Forestry Office?:

Proximity to SF/ NP: Bunya Mountains

Topography: At foot hills of Bunya Mountains

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Remains of tramline, remains of mill site

Past number of timber licences: 1

Date of first settlement in area: 1922-1949 (mill)

Reason for first settlement: Timber

Date of town settlement: 1922

Date of first school: 1934

On Railway?: No

Date of first railway:

On river?: No

Other transport: Tramway

Period of timber/ forest signif: 1920s-1940s

Timber use?: Timber

Timber firms etc: Hyne and Son (from 1928), Lars Andersen

Timber type: Hoop Pine, Hardwood

Markets:

Select References: Maidenwell Centenary Committee, 1982

Woodford

Shire/ City: Caboolture

Forestry District: Beerburrum

Population: 623

Current Industry: Farming, rural-residential, Site of Woodford Folk Festival

Forestry Office?: Mount Mee

Proximity to SF/ NP: Mount Mee State Forest, near Beerburrum

Topography: Flat, surrounded by mountains

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Site of town on railway, cleared landscapes

Past number of timber licences: 9

Date of first settlement in area: 1841 - Durundur Station - in 1878 named Woodford

Reason for first settlement: Agriculture

Date of town settlement: 1878 - selection of most of the stations

Date of first school: 1882 - Durundur Road Provisional Sch.; Woodford 1891

On Railway?: Yes

Date of first railway: 1909

On river?: No

Other transport: Road to Caboolture - very poor

Period of timber/ forest signif: 1886-1980s

Timber use?: Timber, not clearing

Timber firms etc: Campbell, Green, Lovf, Fredin, Frant, Woodford Sawmill

Timber type: Hoop Pine

Markets: Caboolture, Brisbane

Select References: Woodford Bicentennial Committee, 1988

Woolooga

Shire/ City: Kilkivan

Forestry District: Yarraman

Population: N/A

Current Industry:

Forestry Office?:

Proximity to SF/ NP: Manumbar Range

Topography:

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Rail head

Past number of timber licences: 3

Date of first settlement in area: 1890s

Reason for first settlement: Timber, railhead for gold mines

Date of town settlement: 1907 - 'Woolooga' pastoral lease opened for selection

Date of first school: 1913

On Railway?: Yes

Date of first railway: 1886 (Kilkivan)

On river?: No

Other transport:

Period of timber/ forest signif: 1920s-1940s - companies

Timber use?: Timber

Timber firms etc: Denyer, Scholls, Marine Timbers, Williams

Timber type:

Markets:

Select References: Murphy & Easton, 1950

Yandina

Shire/ City: Maroochy

Forestry District: Beerburrum

Population: 707

Current Industry: Ginger, small crops, rural-residential

Forestry Office?:

Proximity to SF/ NP: Near Kenilworth SF

Topography: Flat, on Maroochy headwaters

Current sawmill (number): 1

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill

Past number of timber licencees: 3

Date of first settlement in area: 1850s Yandina run, 1867 - timber depot (James Low), Post Office and store

Reason for first settlement: Cattle, timber

Date of town settlement: 1871 - town surveyed by Charles Warner

Date of first school: 1891

On Railway?: Yes

Date of first railway: 1891

On river?: Yes

Other transport:

Period of timber/ forest signif: 1860s - 1950s (mills from 1911)

Timber use?: Timber in early days, then clearing

Timber firms etc: Pascoe, Batson & Co, Jocumsen, Wilkinson & Sons, Northcoast Sawmills Pty Ltd., Oliver

Timber type: Cedar, hoop, bunya, hardwoods

Markets: Nambour, Woombye, Brisbane

Select References: Yandina & District Historical Project Group, 1996

Yarraman

Shire/ City: Rosalie

Forestry District: Yarraman

Population: 785

Current Industry: Fruit, dairying, grazing

Forestry Office?: Yarraman (DPI)

Proximity to SF/ NP: Various SFs

Topography: West of Blackbutt Range

Current sawmill (number): 1 (small crown hardwood allocation)

Mill - hardwood crown allocation: 1

Other timber evidence: Sawmill, remains of tramway, hoop pine plantations

Past number of timber licences: 3

Date of first settlement in area: 1840s - Cooyar Station; 1898 resumptions

Reason for first settlement: Pastoral, dairying, pigs, maize

Date of town settlement: 1912 - mill established

Date of first school: 1901

On Railway?: Yes

Date of first railway: 1913

On river?: No

Other transport:

Period of timber/ forest signif: 1912-present

Timber use?: Timber, including plantations

Timber firms etc: Queensland Pine Co., Sibbles

Timber type: Hoop Pine, including plantation, Crow's Ash, Yellow wood

Markets: Brisbane, Toowoomba

Select References: Hansen, 1995, Murphy & Easton, 1950

Yednia

Shire/ City: Kilcoy

Forestry District: Yarraman

Population: N/A

Current Industry: Grazing

Forestry Office?:

Proximity to SF/ NP: Jimna State Forest

Topography: Foothills of Jimna Range

Current sawmill (number): 0

Mill - hardwood crown allocation:

Other timber evidence: Sawmill site - shed

Past number of timber licences: 1

Date of first settlement in area:

Reason for first settlement:

Date of town settlement:

Date of first school:

On Railway?: No

Date of first railway:

On river?: No

Other transport:

Period of timber/ forest signif: 1916-1993

Timber use?: Timber

Timber firms etc: Yednia Sawmilling Company, Qld Soft and Hardwoods

Timber type:

Markets:

Select References:

APPENDIX 5: IMPORTANT HISTORIC TIMBER PROCESSING TOWNS

(after John Kerr, Forest industry heritage places study: sawmills and tramways, Final Draft, October, 1997, Queensland Department of Environment)

This list records the numbers of sawmills recorded in Postal Directories for individual towns and cities. The limitations on this data, as outlined by Kerr, need to be kept in mind. Such limitations include our inability to distinguish between timber merchant and sawmiller prior to the regulation of sawmill licensing in 1936, and the inherent problems with using the *Queensland Post Office Directory* and *Pugh's Almanac*, where revisions were not always complete. The figures for the 1800s, in particular, are likely to reflect the number of timber cutting licences as well as sawmilling licences. Nonetheless, the list gives some idea of the relative importance of various towns in the timber history of South East Queensland.

TOWN	Past Number of Licences
Gympie	21
Maryborough	20
Maleny	16
Toowoomba	16
Caboolture	15
Dalby	15
Nambour	15
Linville	13
Murgon	13
Pomona	13
Landsborough	12
Gayndah	12
Cootharaba	12
Esk	11
Kingaroy	11
Palmwoods	11
Killarney	11
Mooloolah	10
Peak Crossing	10
Blackbutt	10
Nanango	10
Bundaberg (include. E.N.W.)	9
Amamoor	9
Mudgeeraba	9
Nerang	9
Childers	9
Mapleton	9
Woombye	9
Cooroy	9
Petrie	9
Glass House	8
Woodford	8
Langshaw	8
Yandina	8
Tewantin	8
Redcliffe	8
Perseverance Creek	7
Imbil	7
Villeneuve	7

Goomeri	7
Gin Gin	7
Eudlo	7
Eumundi	7
Strathpine	7
Goombungee	7
Elimbah	6
Raglan	6
Crow's Nest	6
Brooloo	6
Howard	6
Goodna	6
Kilcoy	6
Baffle Creek	6
Kin Kin	6
Emu Vale	6
Leyburn	6
Tamborine Mtn	5
Wamuran	5
Emu Creek	5
Numinbah Valley	5
Springbrook	5
Rosewood	5
Booyal	5
Laidley	5
Buderim	5
Dallarnil	4
Bauple	4

APPENDIX 6 CHRONOLOGICAL LIST OF SAWMILLING LICENCES BY AREA

(after John Kerr, Forest industry heritage places study: sawmills and tramways, Final Draft, October, 1997, Queensland Department of Environment)

Appendix 6 outlines the number of sawmill or timber licences in current shires from the 1800s until 1997. Towns are listed by current shire, and the number of sawmill or timber licences granted during given chronological periods is given. The same qualifications as outlined for Appendix 5 apply to this information.

SHIRE	TOWNS (selected)	FOREST DISTRICT	1800s	1900-1939	1940-1997
Beaudesert	Beaudesert, Beechmont, Canungra, Cedar Creek (Tamborine), Darlington, Greenbank, Jimboomba, Lamington, Palen Creek, Rathdowney, Veresdale	Beerburum	15	25	14
Biggenden	Aramara, Biggenden, Woowoonga	Maryborough	1	6	8
Boonah	Aratula, Burnett Creek, Coochin, Dugandan, Kalbar, Maroon	Beerburum	8	3	3
Bundaberg City	Bundaberg	Maryborough	5	3	1
Burnett	Bargara, Kolan, Mullet Creek	Maryborough	1	4	3
Caboolture	Bellthorpe, Bracalba, Burpengary, Caboolture, Elimbah, Glass House, Campbellville, Morayfield, Narangba, Wamuran, Woodford	Beerburum	8	27	22
Calliope	Ambrose, Beecher, Boyne River, Builyan, Calliope, Many Peaks, Mount Larcom, Nagoorin, Raglan, Targinnie, Yarrowun	Monto	7	24	14
Caloundra	Beerwah, Caloundra, Landsborough, Maleny, Mooloolah, Obi Obi, Peachester, Witta	Beerburum	6	20	25
Caloundra	Conondale	Imbil	-	-	4
Clifton	Clifton, Ellangowan	Beerburum	-	2	3
Crow's Nest	Anduramba, Crow's Nest, Emu Creek, Hampton, Highfields, Pechey, Perseverance Creek (Ravensbourne)	Yarraman	7	17	6
Cooloola Shire	Amamoor, Bollier, Brooloo, Imbil, Kandanga, Langshaw, Mary's Creek Rd, Melawondi, Pie Creek, Scrubby Creek, Upper Kandanga	Imbil	1	25	15
Cooloola Shire	Cedar Pocket, Curra, Goomboorian, Gympie, Monkland, Mount Tuchekoi, North Deep Creek, Tagigan, Tandur, Tin Can Bay, Traveston, Wilson's Pocket, Wolvi, Woondum	Maryborough	3	19	25
Esk	Dundas, Fairneyview, Fernvale, Glamorgancale, Lockrose, Lowood, Mount Brisbane, Mount Byron	Beerburum	5	15	6
Esk	Arababy Creek (Moore), Coominya, Esk, Linville, Moore, Toogoolawah	Yarraman	2	30	7
Fitzroy	Bajool	Monto	1	1	-
Gatton	Gatton, Helidon, Lockyer, Murphy's Creek	Yarraman	7	4	2
Gayndah	Wetherston	Maryborough	-	1	-

Gayndah	Binellan, Binjour, Gayndah	Monto	-	9	7
Gold Coast City	Beenleigh, Bethania, Coomera, Currumbin, Elanora, Little Nerang, Mudgeeraba, Nerang, Norwell (Yatala), Numinbah, Ormeau, Pimpama, Southport, Springbrook, Upper Coomera, Upper Tallebudgera, Waterford, West Burleigh, Yatala	Beerburum	21	18	48
Hervey Bay	Burum, Dundathu, Howard, Isis Junction, Pialba, Torbanlea, Urangan	Maryborough	9	2	10
Ipswich City	Booval, Bundamba, Dinmore, Goodna, Grandchester, Harrisville, Ipswich, Karana Downs, North Ipswich, Peak Crossing, Redbank Plains, Rosewood	Beerburum	22	16	11?
Isis	Booyal, Childers, Cordalba	Maryborough	3	7	8
Kilcoy	Neurum, Villeneuve	Beerburum	1	5	2
Kilcoy	Kilcoy (Hopetoun), Monsidale, Sunday Creek, Yednia	Yarraman	0	10	2
Kilkivan	Greendale, Widgee	Imbil	0	4	0
Kilkivan	Brooyar, Elgin Vale, Goomeri, Kilkivan, Manumbar, Woolooga	Yarraman	1	14	10
Kingaroy	Barker's Creek, Kingaroy, Kumbia,	Yarraman	0	16	7
Kolan	Albionville, Currajong Creek, Gin Gin, Tirroan	Maryborough	3	6	3
Laidley	Hatton Vale, Kentville, Laidley, Mount Mistake,	Beerburum	2	7	1
Laidley	Forest Hill	Yarraman	0	1	0
Logan City	Carbrook, Eight Mile Plains, Kingston, Logan River, Loganholme, Loganlea, Woodridge	Beerburum	2	5	6
Maroochy	Buderim, Cooloolabin, Coolum Beach, Doonan, Eudlo, Eumundi, Flaxton, Mapleton, Maroochydhore, Montville, Nambour, North Arm, Palmwoods, Woombye, Yandina,	Beerburum	5	46	45
Maroochy	Kenilworth, Mount Ubi	Imbil	0	6	1
Maroochy	Belli, Verridale	Maryborough	0	1	1
Maryborough	Baddow, East Maryborough, Fraser Island, Magnolia, Maryborough, One Mile, Tinana, Tuan	Maryborough	13	7	14
Miriam Vale	Baffle Creek, Deepwater, Lowmead, Rosedale,	Maryborough	1	5	4
Miriam Vale	Eurimbula, Miriam Vale, Scrubby Creek, Taunton	Monto	3	1	1
Monto	Barrimon, Kalonga, Kalpower	Monto	0	2	2
Mundubbera	Mount Kent, Murgon, Windera	Monto	0	10	9
Nanango	Benarkin, Blackbutt, Bunya Mountains, Nanango, Tarong, Wengenville	Yarraman	3	23	8
Noosa	Como, Cooloothin Creek, Cooran, Cooroy, Cootharaba, Kin Kin, Lake Cootharaba, Pomona, Tewantin	Maryborough	2	35	28
Perry	Mount Perry, Wolca	Maryborough	1	1	1

Pine Rivers	Bunyaville, Closeburn, Dakabin, Dayboro, Lawnton, Mount Glorious, Mount Mee, Petrie, Samsonvale, Strathpine,	Beerburum	1	28	17
Redcliffe	Redcliffe, Woody Point	Beerburum	0	2	10
Redlands	Capalaba, Cleveland, Ormiston, Macleay Island, Redland Bay, Thornlands	Beerburum	4	1	10
Rosalie	Cooyar, Mount Binga, Upper Yarraman, Yarraman	Yarraman	0	4	6
Toowoomba	Toowoomba	Dalby	6	3	11
Tiaro	Bauple, Glenwood, Gunalda, Gundiah, Tiaro	Maryborough	2	7	11
Wondai	Boondooma	Monto	0	0	2
Wondai	Proston, Tingoora, Wondai	Yarraman	0	4	7
Woocoo	Brooweena, Calgoa, Mungar	Maryborough	1	2	3

APPENDIX 7 SHIRE STATISTICS FOR 1970S

The following table summarises information from a series of Shire Handbooks prepared by the Queensland Department of Primary Industries during the 1970s, and listed in the Bibliography. Information that gives an indication of forest and timber involvement in each shire has been extracted and presented in summary form.

Shire	Percentage of workforce in timber or Forestry	Number of sawmills operating	Area of SFs, timber reserves and NPs
Beaudesert (1972)	1961 - 40 men in Forestry, 68 men and 1 woman in sawmilling out of total workforce of 2,328 1966 - 39 men and 1 woman in Forestry, none indicated for sawmilling out of total workforce of 2,532	8 - Beaudesert, Rathdowney, Logan Village, Lamington, Barney View, North Tamborine and Beechmont. (c. 55% of log cut is from Crown land)	Wood processing industries in Moreton Region handled around 26% of logs cut from Qld's forests in 1968/9. There are c.18,000 acres of SF reserves in shire (c.2.4% of shire) + 10 NPs (58,000 acres or 7.8% of shire)
Boonah (1973)	4 (Forestry) out of total of 2229 - no numbers for sawmills	6	7,450 hectares (5% of shire)
Burrum (1970)	1961 - 101 men and 1 woman in Forestry, 61 men and 6 women in sawmilling and wood production out of a total workforce of 2,831	40 (including 2 of the largest in the State) - 9 within Burrum shire. About half the timber comes from SF and TRs - 25% of which are in Burrum Shire (including Fraser Island)	SF - 370,000 acres in Maryborough area; 370,000 on Fraser Island and 200,000 acres in Bundaberg area TRs - 30,000 acres in Maryborough, nil on Fraser, 84,000 acres in Bundaberg area
Crow's Nest (1972)	1966 - 63 men in Forestry, out of total workforce of 2,289	5 (one using only private supplies and one which uses plantation thinnings)	6 SFs, 3 TRs and 2 NPs (18,690 acres)
Eidsvold (1969)	1966 - 8 (Forestry) + 25 (sawmilling, wood products) = 33 out of total workforce of 391 (i.e. 8.4%)	1	c. 97,000 acres
Esk (1973)	In 1966, 84 (Forestry) out of 1,465 in primary production + 42 in sawmilling = 126 out of a total workforce of 2,557 (not counting 231 in building and construction) - i.e. 4.9% of total workforce	3	213,500 acres (i.e. 22.5% of shire)
Gatton (1972)	9 (Forestry) out of total of 3,005	2 listed for Gatton + Kruger Enterprises, Hancock Bros and Hardboards of Australia (of Ipswich) draw from Gatton forests	43,073 acres - hardwood and scrubwood + 81 acres of plantation

Goomburrum - (1971)	1961- 21 (Forestry)+ 7 (sawmilling) = 28 out of a total workforce of 1,579 (i.e. 1.7%)	0 - all logs hauled to Bundaberg	c. 28,000 acres
Isis (1974)	1966 - 36 men and 1 woman in Forestry out of total workforce of 1,368	none listed	c. 38,000 hectares (23% of shire) are SFs or TRs
Kilkivan (1971)	1961=142 (forstry) 1966 = 128 Forestry +89 sawmilling (=217) out of total workforce of 1,467 (i.e. 14.8%) - lists women in Forestry and sawmills	4 - total licenced capacity of 15,700,000 super feet p.a.	c. 90,769 acres of SF + 14,139 Timber reserve = 104,908 acres (9,000 under plantation of which 99% is hoop)
Kilcoy (1971)	1961 - 112 men in Forestry, 104 men and 3 women in sawmilling, out of total workforce of 941	3 (only 150,000 s.f. out of a total of 3,671,000 s.f. is private - rest comes from SFs)	130,000 acres of SFs (37% of shire) - including Forestry sub-district of Jimna
Kingaroy (1970)	1961 - 16 men in Forestry, 30 men in sawmilling/wood products out of total workforce of 2,475 1966 - 9 men in Forestry, 28 men and 1 woman in sawmilling/ wood production out of total workforce of 2,487	4 (3 at Kingaroy and 1 at Kumbia - private timber only)	No SFs or TRs - only Bunya Mts (11,085 acres)
Kolan (1972)	1966 - 12 in Forestry out of a total workforce of 953	4	52,923 acres of SFs and TRs. All except St Agnes (Goodnight Scrub) are for hardwood and supply Gin Gin and Bundaberg mills.
Laidley (1973)	6 in Forestry (1966) out of a total workforce of 1947	4 - Townson mill (Hancock & Gore - have not operated for last 10 years - non-competitive right), Laidley (private only), Laidley (private only, used for mining purposes), Coominya (private for mining purposes)	2 reserves (24 acres of hardwood at Townson and 6,300 acres at Mt Mistake (6,595 acres in Gatton shire - hardwood, scrub and hoop pine)
Landsborough (1972)	154 (Forestry) + 146 "other" (mostly sawmill workers) = 300 out of a total workforce of 3,149 (1966) = 9.5%	20	71,600 acres
Maroochy (1976)	Shire population of 25,522 - 175 in sawmills	32 - most processing crown timber + mill at Palmwoods producing woodwool from slash pine thinnings	26,451 hectares of SF and 863 of NPs
Miriam Vale (1971)	In 1966, 25 (all male) out of total population of 616 (16.23%)	6 (4 acres restricted to private suppliers only)	27,000 acres of SF and 45,000 acres of Timber Reserves

Monto (1970)	c. 85 men employed in timber industry (50% by Forestry) - out of a total workforce of 832 (1963), 831 (1965), 787 (1967), 758 (1968)	3 mills (two are predominantly hardwood and one, Kalpowar, uses plantation thinnings for case timber)	c. 133,000 acres - nursery at Kalpowar
Moreton (1973)	1 in Brisbane Statistical Division and 21 in Moreton Statistical Division - out of total primary industry workforce of 50 (Brisbane) and 263 (Moreton)	4 in Shire and 12 in city of Ipswich which draw on timber from Moreton Shire - Kruger's mill at Bundamba and Hardboard of Australia most important	SF1355 (including Mt Nebo, parts of parishes of Kholo and Sahl)
Mundubbera (1969)	1966 - 8 (Forestry) + 46 (sawmilling and wood products) = 54 out of total workforce of 745 (i.e. 7.2%)	2	c. 140,000 acres
Murgon (1971)	1961 - 15 men in Forestry, 37 men and 1 woman in sawmilling/ wood production out of total workforce of 1,500 1966 - 18 men in Forestry, 40 men and 1 woman in sawmilling/ wood production and total workforce of 1738	4 in shire (all licenced to cut private timber, none crown) - previous rainforest areas now agricultural	no field activities in Forestry reserves
Nanango (1970)	In 1961, 136 employed in Forestry and 87 men & 2 women in sawmilling & wood production out of a total workforce in primary industry of 705 (for 1966 the figures are 117 for Forestry, 80 men & 7 women for sawmilling and wood production and 636 total) - total workforce for all industries of 1372 (1961) and 1456 (1966)	5 mills (one private timber only; one for plantation timber only)	44,890 acres of SFs and Timber Reserve: 829.7 acres cleared and planted
Noosa (1972)	1966 - 33 (Forestry) out of primary industry workforce of 827 and total workforce of 2070 (include 226 for building and construction) - i.e. 1.59 %	In 1970, 9 (sawmills and ply wood) - in 1961, 96 sawmill workers and 72 Forestry (cf 1966 when no statistics for sawmills and 33 Forestry)	c. 30,000 acres
Perry (1971)	2 Forestry workers out of total workforce of 135	0	c. 90,000 acres
Rosalie (1972) (Dalby/Yarraman Forestry Districts)	85 (Forestry) out of 1,693 in primary production - total workforce of 2,347 - i.e. 3.6% of total workforce	5 (1 purely private sources)	26,479 acres (95% of Forestry is in Yarraman district)
Tiaro (1973)	1966 - 37 (Forestry) out of a total workforce of 813 (i.e. 4.55 %)	8 but a lot was sent outside the shire for milling	ca. 190,000 acres (i.e. 35 % of shire)

Widgee (1972)	1966 - 233 men and 3 women in Forestry, sawmilling not listed separately out of total workforce of 3,030	9 + Imbil Forest Station	135,000 ha (c. 50% of shire)
Wondai (1971)	1961 - 12 in Forestry, 30 men and one woman in sawmilling (primary and secondary workforce of 1,102) 1966 - 38 in Forestry, 43 men and 2 women in sawmilling (primary and secondary workforce of 1,192)	6	35,417 acres of SF and 13,958 acres of TR - mostly hardwood
Woocoo (1972)	1961 - 17 in Forestry +25 in sawmilling and wood products (=42) out of total workforce of 252 (i.e. 16.6 %)	3	98,463 acres
Woongarra (1975)	not recorded - total workforce of 1,814		7,185 acres

BIBLIOGRAPHY

ARCHIVAL MATERIAL

Forestry Archives - Beerburrum

33/3 - Employment of Immigrants and refugees and displaced persons

5/10 - FAO students, Ethiopian students

Forestry Archives - Salisbury

‘Some notes on the early history of National Parks in Queensland’, (1/33: reference 1A:NR).

Letter from the Director of Forests to the Secretary, Main Roads Commission re ‘Road to the Bunya mountains’, 20th June, 1956 (155/2: reference 1A/FE, R.603 Haly “A”).

Letter to Daryl O’Hara, Long Road, Eagle Heights, 12th July, 1966, from the Secretary, Department of Forestry (Reference 2A/LAM) Forestry Archives 1/33.

Memo to District Forester from Forest Ranger W.H. Brown, 24th June, 1966, on the subject of the history of Forestry and sawmilling at Southport (Reference JHK:JT) Forestry Archives 1/33.

Memo from Acting District Forester, P.J. Tweedy, Yarraman 30th March (ref 81/9).

Memo re Fodder costs - snagging plantation thinnings, P.J. Tweedy, Acting District Forester, Yarraman, 30th March, 1962 (SPH/VBC ref 81/9).

Queensland State Archives

A/28101 list of shareholders of Queensland Pine Company for 1909.

LAN/AK 23 - correspondence (1903-1911) between Wilson, Hart and Company Ltd, Hyne and Son, and the Maryborough Land Agent, correspondence between Henry Tryon, entomologist and the Under Secretary, Department of Agriculture.

LAN/AK 74 (1909-1919) correspondence between Queensland Pine Company and Department of Public Lands re Cooyar reserve.

LAN/AK 58 -correspondence (1909-1915) concerning access to timber resources in the Brooloo State Forest.

LAN/AK 116 - correspondence (1918) concerning the construction of the Forestry Office, Imbil.

National Parks Archives

File Number R496 ‘G’

UNPUBLISHED MATERIAL

A brief history of the timber industry in Gympie, in 'The impact of the timber industry in Gympie, a contribution by Gympie State High School to the Wide Bay Social Science Project', under the auspices of the National Committee on Social Science Teaching, November, 1976 (John Oxley Library)

Anon., 'Imbil's very own foreign legion', n.d. (pamphlet held at Gympie Local History Unit, Cooloolool Shire Library).

Brisbane History Group, Caboolture to Kilcoy heritage drive, 1986. (Fryer Library, University of Queensland).

Brown, Elaine, Nineteenth Century Cooloolool. A history of human contact and environmental change, unpublished M.A. thesis, The University of Queensland, 1995.

Chapter 3 - unpublished manuscript (no author) held by Don Lynch, Land Manager, Land Warfare Centre, Canungra.

Correspondence between Ian J. McNeil, Metford, New South Wales and Elaine Hughes, Yarraman, 1987 re Queensland Pine Company.

Diamond, Marion, A history of the Main Roads Department of Queensland, unpublished manuscript, 1992. (Queensland Department of Environment).

Dwyer, L.J., 'A history of Jimna', 1966. (Landsborough Historical Museum).

Holden, Hazel, Numinbah Valley, n.d., document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Holden, Nick, Numinbah's past history, Nerang, December, 1973, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Holzworth, Peter, 'Looking after the estate, a history of major forestry themes in Queensland since European settlement', paper delivered at the conference Understanding the Forests, Gympie, October, 1996 (Queensland Department of Environment).

Jervis (?), Vince, Numinbah Valley, n.d., forwarded from the Country Womens Association archives and donated by Donna Yaun, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Kidd, Rosalind M., Regulating bodies: administration and Aborigines in Queensland 1840-1988, unpublished PhD thesis, Griffith University, Brisbane, 1994.

Land Warfare Centre, Kokoda Barracks, Canungra, Unit Brief, n.d. (Land Warfare Centre, Canungra).

Olsson, J.L. (comp.), The Bunya Mountains, 1953. (Queensland Department of the Environment).

Sullivan, Hilary, Aboriginal gatherings in South East Queensland, unpublished B.A. Honours thesis, Department of Prehistory and Anthropology, Australian National University, September, 1977.

Timber and Bullocky - O's, document held at Local Studies Centre, Southport, no author or date, filed under Numinbah Valley (A).

Yarraman Resources Development League (photo and attached notes), c/ Elaine Hughes, Yarraman.

Yaun, Les Some early history of Numinbah Valley, n.d., document held at Local Studies Centre, Southport, filed under Numinbah Valley (A).

ORAL INTERVIEWS

[All tapes and transcripts are held by the Forest Assessment Unit (Cultural Heritage), Conservation Strategy Branch, Queensland Department of Environment]

Jimmy Campbell, Tiaro, 15th October, 1997
Joe Cunningham, Tiaro, 15th October, 1997
Eric Glassop, Fraser Island, August, 1997
Sandy Luck, Tiaro, 15th October, 1997
Brian McGann, Maryborough, 15th October, 1997
Hazel Proctor (nee Taylor), Brisbane, 23rd September, 1997.
Don Lynch, Land Manager, Land Warfare Centre, Canungra, 23rd July, 1997
Peter Riedlinger, Pomona, 15th September, 1997.
Stan Tutt, Landsborough, 31st July, 1997.

QUEENSLAND FOREST SERVICE (DPI FORESTRY LIBRARY)

Annual Report of the Director of Forests, 1916.

Annual Report of the Department of Forestry, Queensland Forest Service, 1920-1921.

Australian Forestry Council Meeting, Brisbane - Field Tour Beerburrum-Beerwah Mary Valley, 6th, 7th June, 1973.

Beerburrum-Beerwah State Forest Group Management Plan, Department of Forestry, Queensland, March 1989.

Diaries of foresters on Fraser Island for 1932, 1940, 1952, and Memorandum Book, March 1955 (DPI Forestry Library, 902(943)DIA(SPL)).

Huth, John 'Raising hoop pine (*Araucaria cunninghamii*) seedling stock in containers - a historical overview', Gympie, n.d. (Gympie Research Station, DPI Forestry).

Imbil District Management Plan (DPI Forestry Library).

Kleinschmidt, L.G., Beerburrum/ Beerwah Management Plan, Queensland Forest Service, September 1986.

Lahey, Edith, Laheys of Belissima forest, a short history compiled by Edith M. Lahey, 1942 (?) [902 (943) LAH (PAM)].

'Sandy's Story', some reminiscence of Sandy Luck about forest history on Fraser Island from 1937 onwards. Told to Peter Holzworth, District Forester, Maryborough in February, 1990. (DPI Forestry Library [902(943)SAN(Pam)(SPL)]).

Working Plan for State Forest Reserve 3, Fraser Island, for the period 1925/6 - 1929/30.

REPORTS - Department of Environment (Queensland) and Environment Australia

Anderson, Judith *et al.*, Cultural heritage study of the Bunyaville State Forest, a report for the Queensland Department of Environment and Heritage, 1987.

Anderson, Judith *et al.*, Cultural heritage study of Daisy Hill State Park Forest, a report for the Queensland Department of Environment and Heritage, 1995.

- Blake, Thom, Queensland cultural heritage context study, a report for the Queensland Department of Environment, 1996.
- Paul Burmester, Margaret Pullar and Michael Kennedy, Queensland schools, a heritage conservation study: a report for the Department of Education, 1996
- Caloundra City Council, Cultural Landscape Study, Volume 1, 1996.
- Fisher, Rod (ed.). South East Queensland 2001 region cultural heritage places study, Volume 4, Historic Heritage Tables, Applied History Centre, Department of History, The University of Queensland, Uniquist. 1995.
- Forest Assessment Unit, Department of Environment, National Estate: Historic Values, A report for the Joint Commonwealth and Queensland RFA Steering Committee, 1998 (FAU, 1998a).
- Forest Assessment Unit, Department of Environment, National Estate: Place documentation. Aesthetic, Historic, and Social Values, A report for the Joint Commonwealth and Queensland RFA Steering Committee, 1998 (FAU, 1998b)
- Forest Assessment Unit, Department of Environment, National Estate: Social Values, A report for the Joint Commonwealth and Queensland RFA Steering Committee, 1998 (FAU, 1998c)
- Hibbard A., & Crosby, E., Mill Point conservation plan, Cooloolo National Park, Vol 1, Management Plan, 1991.
- Jenkins, Leslie, Queensland cultural data audit: a report, 1995.
- Kerr, John, Forest industry heritage places study: sawmills and tramways, Queensland Department of Environment, 1998.
- Kowald, Margaret, Historical overview of the south-east Queensland biogeographic region with particular references to forested areas, 1996.
- Lennon, J. & Associates, Management Guidelines, A report for the Joint Commonwealth and Queensland RFA Steering Committee, 1998.
- Lennon, J. & Townsley, M., National Estate: Aesthetic values, A report for the Joint Commonwealth and Queensland RFA Steering Committee, 1998.
- Luxford, Cheryl, A cultural heritage study of Mt Mee State Forest 893, 1995.
- Martin, Susan & Campbell, A (Mac), A cultural heritage study in the locality of Moggill State Forest 494, 1996.
- Memo from Keith Twyford, District Ranger, Fraser Island to Principal Conservation Officer (Heritage), 25th October, 1995 re 'sites of heritage significance, Fraser Island', Cultural Heritage Branch, Queensland Department of Environment and Heritage File Reference 6H1/03 KT:KW.
- Powell, Judith, People and Trees-a thematic history of South East Queensland with particular reference to forested areas, 1823-1997, draft, Queensland Department of the Environment and Environment Australia, 1998.
- South East Queensland Regional Forest Agreement Information Kit, 1998.
- Townrow, Karen (with Leo Cao and John Kangford), Postan's Logging Camp, Fraser Island, a cultural heritage assessment, Queensland Department of Environment and Heritage, Maryborough, September, 1993.
- Townrow, Karen, (with Leo Cao and John Langford), North White Cliffs, Fraser Island, an historic archaeological survey, Queensland Department of Environment and Heritage, Maryborough, January, 1994.

REPORTS - NATIONAL TRUST

Pullar, Margaret, Historic Routes of Queensland, a report for the National Trust of Queensland, April, 1995.

SHIRE HANDBOOKS PREPARED BY THE QUEENSLAND DEPARTMENT OF PRIMARY INDUSTRIES

Boonah 1973
Eidsvold 1969
Esk 1973
Gatton 1972
Kilkivan 1971
Landsborough 1972
Miriam Vale 1971
Mundubbera 1969
Noosa 1972
Rosalie 1972
Tiara 1973
Woocoo 1972

PUBLISHED MATERIAL

Ahearn, Kevin, *From crosscut to chain saw*, Kevin Ahearn, 1993.

Alcorn, Berenis, *The Maroochy River and its people*, Maroochy River Catchment Area and the Maroochy Shire Council, Queensland Complete Printing, Nambour, 1994.

Anon., *Centenary souvenir of Kolan*, 1879-1979, n.d.

Anon., *Jimna and Sunday Creek*, Queensland Forest Service, Visitor Information J1, April, 1993.

Anon., *A brief history of the Jimna region*, Queensland Forest Service. n.d.

Anon., 'The great National Parks movement in Queensland, Alec Chisholm delivers The Romeo Watkins Lahey Memorial Lecture', *Journal of the Royal Historical Society of Queensland*, Vol. 9, No. 3. 1971-2, pp. 204-215.

Anon., 'Women of the woods revisited', *Between the Leaves*. Winter, 1994, pp 8-9.

Barrett, Charles, 'A naturalist in the Bunya Mountains', *The Victorian Naturalist*, Vol. XLIX. September 1932, pp. 126-131.

Barrett, Joanna Talberg, *The history of the Beerwah State School*, 1888-1988, Centenary sub-committee, n.d.

Beutel, Colin E, *Ravensbourne then and now*, Southern Cross Printery Pty. Ltd., Toowoomba, 1992.

Blake, Tom & Allom, Richard, *Original Maryborough site: an historical study*, Macready and Associates, Maryborough, 1988.

Brier-Mills, Margery, *The Romance of the Bremer*, Historical Society of Ipswich, 1982.

Bull, D.W., *Short cut to Gympie gold. Short stories of Tewantin and the Sunshine Coast*, Yerongpilly, 1982.

Burrell, P.J., 'A visit to the Yarraman timber tramway', *Sunshine Express*, May 1971, pp. 70-71.

- Burrell, P.J., 'Timber tramways on Fraser Island', *Sunshine Express*, May 1975, pp. 49-50.
- Burrows, Robyn, *Dairies and daydreams, the Mudgeeraba story*, Boolarong Publications, Brisbane, 1989.
- Casey, Gavin, 'Jungle fighters must be tough', *South-West Pacific Annual*, December, 1944, pp 2-6 & 96.
- Castles, Ian, *Census counts for small areas: Queensland*, Australian Bureau of Statistics, Commonwealth of Australia, 1993.
- Chisholm A.H., 'Tree farming', *The Daily Mail*, Brisbane, March 24, 1921.
- Chisholm, A..H., 'Mushroom settlements', *The Daily Mail*, Brisbane, March 21, 1921.
- Chisholm, A.H., 'The Bunya range excursion', *The Emu*, Vol XIX, 1st January, 1920, pp. 202-215.
- Christiansen, Joan, *They came...and stayed: a history of Hervey Bay*, R. & J. McTaggart and Co., Hervey Bay, 1991.
- Christie, Irene (comp.), *Historical tales of the Noosa Shire*, Cooroora Historical Society, 1985.
- Christie, H. (ed.), *Celebrating the past, sharing the future. Pomona State School centenary 1897-1997*, Pomona State School, 1997.
- Cleland, J.Burton, 'Notes concerning the birds met with on Stradbroke Island, at Dalby, and on the Bunya Mountains, *The Emu*, Vol XIX, 1st January, 1920, pp. 226-233.
- Cobb & Co in Australia, a retrospect of coaching in Australia, n.d. (Fryer Library).
- Coolabunia centenary committee, *Coolabunia - from the beginning 1883-1983*, n.d.
- Crow's Nest and District Tourist and Progress Association Inc., *From tall timbers, a fold history of Crow's Nest Shire 1988*, Harrison Printing Company Pty Ltd, Toowoomba, 1989.
- Curtis, Mrs E. 'A land of hills and valleys. Tamborine Mountain - 1875-1914', *Queensland Heritage*, Vol 3, No. 3. 1975, pp. 19-27.
- Curtis, Eve, *The turning years, a Tamborine Mountain history*, Eve Curtis, North Tamborine, Queensland, 1988.
- Curtis, M., *Canungra Heritage 1879-1979*, n.p., 1980?
- Dawson, Ailsa, *Chronicles of Cypress Land. Cooloola*, Reid Printery, Gympie, n.d.
- Denning, Harold W, *Tweed, valley of contrasts 1823-1973*, Tweed Shire Council, n.d.
- Dwyer, Barry and Buchanan, Neil, *The Rescue of Eliza Fraser*, Noosa Graphica, Noosa, 1986.
- Ernst, Kenneth, 'Imbil - past, present and future', in *Imbil State School Diamond Jubilee Booklet*, Saturday, 2nd October, 1976.
- Evans, Raymond and Walker, Jan, 'These strangers, where are they going', Aboriginal-European relations in the Fraser Island and Wide Bay region 1770-1905', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland, March 1977, pp. 39-105.

- Fisher, W.J., 'Forest management practices on Fraser Island', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland, March 1977, pp. 207-221.
- Gassan, Kay F & Grimes, Judith A, *The great flood 1983: Maryborough*, Wise Owl Research Publishers, Maryborough, 1993.
- Gill, J.C.H., *Spicers Peak Road: a new way to the Downs*, Simpson Halligan & Co. Pty. Ltd., Brisbane, 1981.
- Gregory, Helen, *Making Maroochy: a history of the land, the people and the shire*, Boolarong Publications, Brisbane, 1991.
- Gregory, Helen, *The Brisbane River story: meanders through time*, Austalian Marine Conservation Society Inc., Yeronga, Queensland, 1996.
- Groom, Arthur, *One mountain after another*, Angus and Robertson, Brisbane, 1949.
- Gubby, Craig, *Campbellville & cedar days*, Department of Primary Industries, Queensland, 1994.
- Guyatt, J. ed., *A natural history of Tamborine Mountain*, 1988.
- Hacker, Bryan, Butler, Rona & Rekdahl, Rae, *Putting back the forest: a landcare guide for Brookfield, Pullenvale and Moggill*, Rural Environment Planning Association Inc., QUT Printing, 1994.
- Hall, Pamela, Yaun, Donna & Gilmont, Noela (comps.), *Numinbah Valley, a social and natural history 1840s-1988*, The Numinbah Valley Bicentennial Committee, Conejac Pty. Ltd., Tweed Heads, 1988.
- Hall, Pamela, *Springbrook: where the clouds touch the earth: a history of the plateau*, 1990.
- Hansen, Joselyn (comp.), *Back to the cedars: Upper Yarraman*, TruCopy Printing & Publications, Yarraman., 1995.
- Harbour and Marine, Queensland, 1824-1985*, published and researched by the Department of Harbours and Marine and compiled by staff of the Department, in particular Miss Winifred Davenport, M.I.E. Aust., M.R.I.N.A.
- Harden, W.P.H., 'The history of the Peachester and Crohamhurst district', *Journal of the Royal Historical Society of Queensland*, Vol. 3. October, 1940, pp. 123-134.
- Harvey, Len, *Pioneers and progress: a history of Division One Shire of Woocoo, Queensland*, Woocoo Historical Society Inc., Brooweena, 1988.
- Hiley, DG, *Multiple use management: Fraser Island*, 1975.
- Hirsch, Martin, 'Proud of timber town tradition', *Gympie Times*. 14th June, 1996, p.15.
- Hodgens, Joy & Guldbransen, Doris, *Recollections of a century of education: Peachester and Crohamhurst State Schools*, 1992.
- Hodgens, Joy, McNeilly, Alison & Page, Helen (comp.), *Peachester pioneers: a centenary history*, Peachester Centenary Committee, Victory Press Printing Co., Bribie Island, 1985.
- Holthouse, Hector, *Illustrated History of the Gold Coast*, A.H. & A.W. Reed , Sydney, 1982.
- Hopkins, Russell, *The Beerburrum story*, Queensland Forest Service, Brisbane, 1987.
- Horton, Helen, *Brisbane's backdoor: the story of the D'Aguilar Range*, Boolarong Publications, Brisbane, 1988.
- Hughes, Elaine, *Yarraman: 75 years of rail 1913-1988*, Elaine Fay Hughes, 1988.

- Humphrys, Ray, *Bonyi-Bonyi: life and legends of the Bunya mountains*, Wyndham Observer, Nanango, 1992.
- Jarrott, J. Keith, *History of the Bunya Mountains National Park*, The National Parks Association of Queensland (Inc.), Brisbane, 1995.
- ‘Jimna and District tourist guide and souvenir booklet’. Jimna Progress & Historical Association. July, 1984.
- ‘Jimna at crossroads’, *Near North Coast News*, Wednesday, October 19, 1980.
- Johnston, W Ross & Zerner, Margaret, *A guide to the history of Queensland*, Library Board of Queensland, Brisbane, 1985.
- Johnston, W Ross, Gregory, Helen & Harrison, Jennifer, *Managing the land: an index to the Lands Department Papers in Queensland Votes & Proceedings 1880-1899*, 1992.
- Johnston, W Ross, *The call of the land: a history of Queensland to the present day*, The Jacaranda Press, Milton, Queensland, 1982.
- Johnston, W. Ross, *A new province? The closer settlement of Monto*, Boolarong Publications for the Monto Shire Council, Brisbane, 1982.
- Joyce, R.B., ‘Canungra timber’, *Queensland Heritage*, Vol 1, No 4, 1966, pp. 3-8.
- Keane, Eve, *Gold Coast, the story of the Gold Coast of Queensland and the hinterland*, Oswald Zeigler Publications, Sydney, 1958.
- Kenilworth Centenary Celebrations Committee (comp.), *Hinka-Booma to Kenilworth 1850-1950*, 1950.
- Kerr, John, *Only room for one: Isis Cental Sugar Mill*, 1996.
- Kerr, John, *Triumph of narrow gauge: a history of Queensland railways*, Boolarong Publications, Brisbane, 1990.
- Kerr, Ruth S, *Confidence & tradition: a history of Esk Shire*, Council of the Shire of Esk, Esk, 1988.
- Kesby, Julie A & Frawley, Kevin J, *The forest record in Australian local and regional history: an annotated bibliography*, Monograph Series No 5, Department of Geography and Oceanography, University College, Australian Defence Force Academy, 1989.
- Krause, H.A., *Out of the brigalows: history and reminiscences of the Kalbar district 1872-1972*, Boonah Newspaper Company, Boonah, n.d.
- Lackner, Thomas W., *Discovering Binna Burra on foot*, Envirobook, Sydney, 1989.
- Lackner, Thomas W., *Discovering Green Mountains (O’Reilly’s) on foot*, Envirobook, Sydney, 1989.
- Laurie, Arthur, ‘The history of the Isis Scrub; *Journal of the Royal Historical Society of Queensland*, Vol 4, No 1, 1948, pp. 117-128.
- Longhurst, Robert, *Nerang Shire, a history to 1949*, The Albert Shire Council, Nerang. 1994.
- Longhurst, Robert, *Taming a plateau: a history of the Beechmont district*, Merino Lithographics Pty Ltd., Boorooka, Queensland, 1992.
- Lund, Robert J.L., *The saga of a shire being the history of the Nanango Divisional Board and the Council of the shire of Nanango*, 1974.

- McLean, Peter, Under Secretary for Agriculture, to the Secretary for Public Lands, 21st October, 1889, *Arboriculture in Queensland*, Government Printer, William St., Brisbane, 1889.
- Maidenwell Centenary committee, *In the shade of the bunyas a history of the Maidenwell-Wengenville district 1882-1982*, Cranbrook Press, Toowoomba, 1982.
- Maleny & District Centenary Committee, *Maleny 1878-1978 - One hundred years by Obi Obi waters*, 1978.
- Maryborough, Wide Bay and Burnett Historical Society, *A history of Maryborough 1842-1976*, R. & J. McTaggart & Co., Pinalba, Queensland, 1986.
- Mathis, P.J. (comp.), *A history of Mungar*, R. & J. McTaggart & Co., Pinalba, Queensland, 1988.
- Matthews, Tony. *River of Dreams: a history of Maryborough and districts*. Maryborough City Council, 1995. (2 vols).
- Matthews, Tony, *The coffee-pot mill: a history of the Elgin Vale steam-powered sawmill*, Seaview Press, Henley Beach, South Australia, 1997.
- McDonald, K., A. & D., 'Munro's Perseverance tramway' in *Narrow Gauge Review* No 2, published by the Light Railway Research Club of Queensland, n.d.
- McDonald, Lorna, *Gladstone...city that waited*, Boolarong Publications, Brisbane, 1988.
- Meston, Archibald, 'Report on Fraser Island', Queensland Government Printer, 1905.
- Moreland, Les (comp.), *Gheerulla Lower Kenilworth 75th jubilee 1907-1982*, Nambour Secretarial Services, 1982.
- Morgan, R.K., 'Lahey's Canungra tramway', *Light Railways*, No 5, The Light Railway Research Society of Australia, 1975-1976, pp. 5-22.
- Morgan, R.K., 'Munro's Hampton tramway', *Light Railways*, No 61, July 1978, published by The Light Railway Research Society of Australia, pp. 5-18.
- Mt Pleasant Hall Committee, *The Mt Pleasant story 1874-1985*, Covenanter Press, Strathpine North, 1985.
- Mulholland, W.E., 'They worked hard as any man', *Sundowner*, January 1978, pp. 16,17.
- Mullett, J. (comp.), *Centenary Shire of Kolan 1879-1979*, Kolan Shire Council, Gin Gin, 1979.
- Murphy, JE & Easton, EW., *Wilderness to wealth: being the history of the shires of Nanango, Kingaroy, Wondai, Murgon, Kilkivan and the upper Yarraman portion of Rosalie shire*, W.R. Smith & Paterson Pty Ltd., Brisbane, 1950.
- Murray, R.E. (comp.), *Pioneers of Taabinga Village and Kingaroy*, R. & J. McTaggart & Co, Hervey Bay, 1988.
- Nahrung, Colin, *Miva and the Nahrung Store*, Maryborough, Wide Bay and Burnett Historical Society Inc., Maryborough, 1994.
- Nolan, Janette, *Bundaberg history and people*, University of Queensland Press, St Lucia, 1978.
- North Arm State School 75th Anniversary 1915-1990*.
- O'Conner, Terry, *A pictorial history of Queensland*, Robert Brown & Associates (Qld) Pty Ltd., Coorparoo, Queensland, 1996.
- O'Connor, G.F. (ed.), *The Central and Upper Burnett River District of Queensland centenary souvenir 1848-1948* (embracing the districts of Gayndah, Mundubbera, Eidsvold and Monto), 1948.

- O'Reilly, Bernard, *Green Mountains and Cullenbenbong*, Kemp Place Investments Pty Ltd., 1981 (first published by W.R.Smith Paterson, Brisbane, 1949).
- Page, Ruth, *The history of Pomona, Cooran, Kin Kin, Cootharaba, Skyring Creek*, Ruth Page, 1970.
- Parry-Okeden, W.E, 'In the Bunyas', *Daily Mail*, Brisbane, Saturday, October 16, 1919.
- Parsons, Ronald, *The port of Maryborough: a history*, Ronald Parsons, Lobethal, 1984.
- Pedley, Ian, *Winds of Change, one hundred years in the Widgee Shire*, The Gympie Times, Gympie, 1979.
- Pennell, Cr J.E., J.P., (Chairman of editorial committee), *Serving the Shire. History of local government in Boonah Shire from 1879*, Boonah Shire Council, 1980.
- Petrie, Constance Campbell, *Tom Petrie's reminiscences of early Queensland*, University of Queensland Press, St Lucia, 1992 (first published 1904).
- Petrie, Rollo, *Early days on Fraser Island 1913-1922*, Go Bush Safaris, Gladesville, N.S.W., 1995.
- Petrie, W.R., 'A note on 'Dundathu' Karui (*Agathis robusta*)', *Forestry Bulletin No 4*, Queensland Forest Service, Department of Public Lands, Queensland, Government Printer, Brisbane, 1922.
- 'Pines and Hardwoods of Australia, Ltd. in liquidation', *The Sydney Morning Herald*, 19 January 1928, p. 9.
- Pugsley, Harry, *Looking back along Fassifern Valley*, Harry Pugsley, Stanthorpe, Queensland, 1975.
- Rackemann, Neville, *A century of Progress, Wongarra Shire, 1885-1985*, Wongarra Shire Council, 1985.
- Radok, Professor Rainer., *Capes and captains, a comprehensive study of the Australian coast*, Surrey Beatty & Sons Pty Ltd., Chipping Norton, New South Wales, 1990.
- Rees, Catherine E., *Recollections of the early days in Maley*, produced with the aid of the Queensland Government Department of Arts, National Parks, and Sports, 1974.
- Rowling, Dene, *Mosquito Fleet days, a history of the cutters and steamers of the Albert and Logan rivers*, Dene Rowling, Buccan, 1996.
- Rucker, Audrey (comp.), *Well Holes to Benarkin, Benarkin State School 1910-1985*, 1984.
- Scott, Barbara, *Echoes from the past: Tiaro town and school*, Robert McTaggart & Co., Hervey Bay, 1995.
- Sinclair, John, *Fraser Island and Cooloola*, Weldon Publishing, Sydney, 1990.
- Sinclair, John, *Discovering Fraser Island and Cooloola*, Australian Environmental Publications, Gladesville, 1997.
- Smith, Lawrence S. ed., *Tracks and times: a history of the Pine Rivers district*, Pine Rivers Shire, Whittington Print, Pine Rivers, 1988.
- Souvenir of the centenary of the central and upper Burnett River district of Queensland*, 1848-1948.
- Sprecht, R.L., 'The effects of fire on the Fraser Island ecosystems', in Peter K.Lauer (ed.), *Fraser Island, Occasional Papers in Anthropology*, No. 8, University of Queensland, March 1977, pp. 139-146.
- Starr, Joan, *Logan..the man, the river and the city*, Published by Southern Cross P.R. and Press Services 'Arakoon', via Tenterfield, NSW.

- Steele, J., *The early explorers of the Moreton Bay District, 1770-1830*, University of Queensland Press, St Lucia, 1972.
- Steele, J.G., *Aboriginal pathways in Southeast Queensland and the Richmond River*, University of Queensland Press, St. Lucia, 1984.
- Stewart, Gordon and Frances, *Biggenden's beginnings. the pastoral background*, Biggenden Historical Society, Kingaroy, 1981.
- Stocks, S.N., *Cradled in the ranges: a history of Blackbutt, Benarkin, Taromeo and surrounding districts*, Cranbrook Press Pty Ltd, Toowoomba, 1988.
- Stocks, Syd & Morton, Max *et al.*, *To school along the public way, Blackbutt State School centenary, 1896-1996*, Blackbutt State school, 1996.
- Summer tours on the Darling Downs Queensland*, Queensland Railways, 1907.
- Tew, A.M., *History of Gatton Shire in the Lockyer Valley*, 1979.
- 'The Argyle saw mills', *Darling Downs Gazette*, July 27 1895.
- The Australian Investment Digest*, 1920.
- Thomas, A.H. 'A visit to the State Forestry Reserve at Imbil', No IV in a series of articles published by the *Telegraph*, Brisbane, 1931.
- Throssell, Harry, *Where the beech trees grow the story of Binna Burra*, Binna Burra Lodge Ltd., Brisbane, 1984.
- Towner, Pat, *Kabi country: the story of Kandanga*, Patricia Towner, 1994.
- Tranter, Deborah, *Cobb & Co, coaching in Queensland*, Queensland Museum, Brisbane, 1990.
- Tutt, Stan, *By many campfires*, Caboolture Historical Society, Caboolture, 1977.
- Tutt, Stan, *Caboolture Country. Stories of the area once controlled by the Caboolture Divisional Board*, Caboolture Historical society, Caboolture, 1973.
- Tutt, Stan, *From spear and musket 1879-1979 Caboolture centenary*, Sunstrip Printers, Nambour, 1979.
- Tutt, Stan, *Maleny 1878-1978 - one hundred years. Obi Obi waters*, Maleny and district centenary committee, Maleny, 1978.
- Tutt, Stan, *Sunshine Coast Heritage*, Discovery Press, Sunshine Coast, Queensland, 1995.
- Vader, John & Lang, Fred, *The Gold Coast book, an illustrated history*, The Jacaranda Press, Brisbane, 1980.
- Walker, Joe, *Joe's book: facts and theories on the Bunya Mountains*, The Bunya Mountains Natural History Association, 1978.
- Walker, Lennox, *Only an Australian*, Lennox Walker, Golden Beach, Queensland, 1996.
- Walker, M., *George Furber: the first trader on the Mary River*, 1987.
- Want, Barbara & Heaton, Daphne, *The Burnside-Perwillowen story & the history of Perwillowen Creek provisional and state school*, 1992.

- Wareham, Lindsey, *Mapleton 100 years, a tribute to our pioneers*, Queensland Complete Printing Services, 1988.
- Waterson, Duncan & French, Maurice, *From the frontier, a pictorial history of Queensland to 1920*, University of Queensland Press, St Lucia, 1987.
- Webb, L.J., 'An historical interpretation of the grass balds of the Bunya Mountains, South Queensland', *Ecology*, Vol. 45, No. 1. Winter, 1964, pp. 159-162.
- Welch, Melva A., *Not pineapples, not pine trees but Pine Rivers*, Pine Rivers Shire Council, Strathpine, 1995.
- White, S.A., 'Notes upon the birds observed on the Bunya Mountains and Stradbroke Island', *The Emu*, Vol. XIX 1st January, 1920, pp. 215 ff.
- White, S.T., 'Flora of the Bunya Mountains', *Queensland Agricultural Journal*. January, 1920, pp. 25-31.
- Whitehouse, Dr F.W., 'Early ascents of the Glasshouses', *Hegbob*, 1966.
- Williams, Fred. *Written in sand, a history of Fraser Island*, The Jacaranda Press, Milton, Queensland. 1982.
- Williams, Mark, 'Isolated timber town has a happy recovery', n.d.
- 'Women of the woods revisited', *Between the Leaves*, Winter, 1994, pp. 8,9
- Woodford Bicentennial Committee, *Lengthening shadows on Durundur country*, Nambour Print Centre, Nambour, 1988.
- Yandina and District Historical Project Group, *Yandina 125 years 1871-1996*, Yandina, 1996.
- Young, H.E., 'The romance of the bunya tree', *The Queensland Naturalist*, 11 (1). January, 1939, pp.4-14.

