

Qld Curtis LNG Project

Historical Setting and Cultural Heritage

April 2009

**Environmental Resources Management
Australia**

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INTRODUCTION

This Chapter outlines the historical setting of the study area and its known historic heritage values.

As outlined in Chapter 1, the study area (See *Figure 1.1*) has been separated into three distinct areas:

- the Gasfields which comprise a large portion of the Darling Downs including the Toowoomba, Dalby and Roma Regional Council Areas;
- the Pipeline area comprising land under Banana Shire jurisdiction stretching from the Darling Downs north east past the Wide Bay Burnett district into the Fitzroy catchment area; and
- the LNG Plant which is located in the Fitzroy region and comprises the Gladstone Regional Council area, and the islands of Port Curtis which are situated adjacent to the Great Barrier Reef World Heritage Area.

This chapter presents the results of historic heritage searches and brief thematic histories for each of the three study areas.

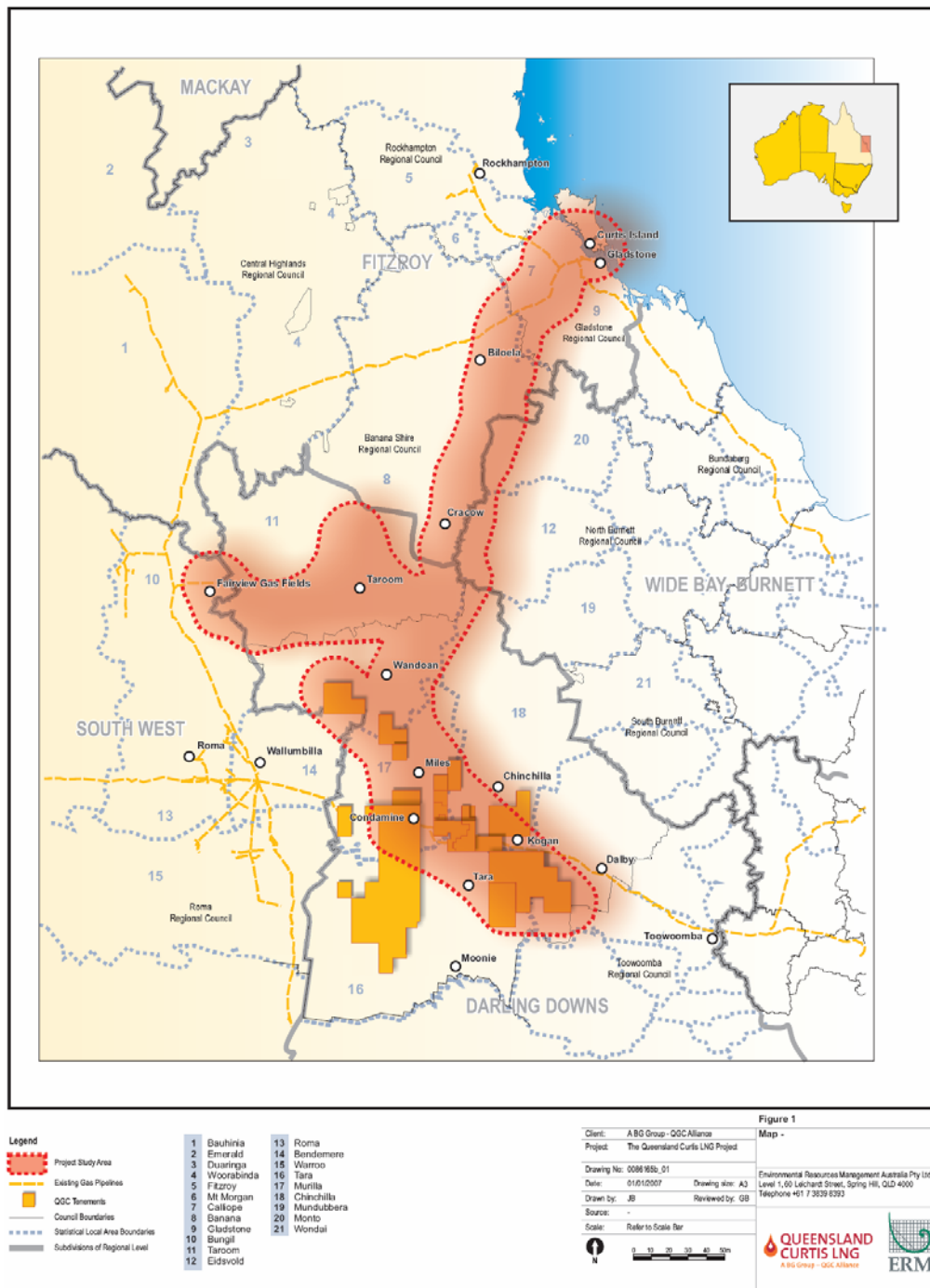


Figure 1.1 Study Area

1.1 METHODOLOGY

The reporting for this chapter has involved desktop research only. This research has included a background review of the project information and previous heritage studies, searches of relevant heritage registers, and research for the compilation of a thematic history to aid in drawing out key historic themes within the study area.

1.1.1

Background Review and Heritage Searches

A review of the study area was initially undertaken to determine areas covered in the historical research.

Existing historic heritage studies were reviewed to determine known places of historic heritage value and develop an understanding of the types of heritage places that occur in the study area. Searches of all local, State and National heritage registers and databases were undertaken to identify known and protected historic heritage places. Many of these were searched using online databases. Review of previous heritage studies was also undertaken at the Environmental Protection Agency's (EPA) Cultural Heritage Branch library.

Some searches also provided limited information relating to location and survey information of heritage sites, particularly previous heritage surveys such as Allom Lovell (1997) and the National Shipwrecks Database.

It is important to note that the Queensland Heritage Register search on the EPA website does not provide an accurate result, and a targeted formal search will therefore be required once a route for the pipeline is established. This is being undertaken in field research which will be reported as part of the non-Indigenous cultural heritage impact assessment.

The heritage registers and databases searched include the following:

- World Heritage List;
- National Heritage List;
- Commonwealth Heritage List;
- Register of the National Estate;
- National Shipwrecks Database;
- Queensland Heritage Register;
- National Trust of Queensland Register; and
- Local Government Planning Schemes and Heritage Registers.

Local government planning schemes and heritage schedules were also investigated including the following:

Gladstone Regional Council

- Gladstone City Council City Plan; and
- Calliope Shire Council Planning Scheme.

Banana Shire Council

- Banana Shire Planning Scheme; and
- Taroom Planning Scheme.

North Burnett Regional Council

- Monto Shire Council Planning Scheme;
- Eisvold Planning Scheme; and
- Mundubbera Planning Scheme.

Roma Regional Council

- Bendemere Shire Council Planning Scheme; and
- Bungil Shire Council Planning Scheme.

Dalby Regional Council

- Tara Shire Council Planning Scheme;
- Murilla Shire Planning Scheme;
- Planning Scheme Chinchilla Shire; and
- Wambo Shire Council Planning Scheme.

Toowoomba Regional Council

- Jondaryan Shire Planning Scheme; and
- Milmerran Shire Planning Scheme.

1.1.2 *Library and Archive Research*

Further research was undertaken at the State Library of Queensland, Fryer Research Library at the University of Queensland, EPA's Cultural Heritage Branch library and Queensland State Archives. Desktop research did not include research at local history libraries within the study area, or investigation of historical aerial photographs from the Department of Natural Resources and Water.

This research was used to prepare a thematic history, which will aid in identifying known and potential places of historic heritage interest within the study area.

A wealth of historical information was found during the research phase. To make the most of the time available, research was focussed on the development of the major towns within the study areas.

1.1.3

Thematic History

The research was brought together to prepare the thematic history of the Project in accordance with the Queensland Thematic Framework.

The Queensland Thematic Framework (see Table 1) was developed for the EPA by Queensland historian, Dr Thom Blake, deriving from the model developed for the Australian Heritage Commission in the 1990s. A thematic history of the study area is important for the following reasons:

- it ensures that the places that are identified for conservation reflect and represent the historical development of the study area;
- it can provide knowledge of places of historical importance that might not otherwise come to be identified or for which there may be little if any visible evidence (such as potential historic and archaeological sites); and
- it is a useful tool when undertaking comparative assessments of the significance of particular places.

Table 1.1 Queensland Thematic Framework (EPA 2006)

Queensland Thematic Framework			
1	Peopling Places	3.11	Lodging people
1.1	The first Inhabitants	3.12	Catering for Tourists
1.2	Migration from outside and within	3.13	Adorning Queenslanders
1.3	Encounters between Indigenous and non-Indigenous peoples	4	Working
1.4	Family and marking the phases of life	4.1	Organising workers and workplaces
2	Exploiting, utilising and transforming the land	4.2	Caring for workers' dependant children
2.1	Exploring, surveying and mapping the land	4.3	Working in offices
2.2	Exploiting natural resources	4.4	Unpaid labour
2.3	Pastoral activities	4.5	Trying to make crime pay
2.4	Agricultural activities	4.6	Surviving as Indigenous people in a white-dominated country
2.5	Managing water	4.7	Working as exploited/indentured labour
2.6	Managing flora and fauna	5	Moving goods, people and information
2.7	Experimenting, developing technologies and innovation	5.1	Utilising human movement
2.8	Protecting and conserving the environment	5.2	Using draught animals
2.9	Valuing and appreciating the environment and landscapes	5.3	Using rail
3	Developing secondary and tertiary industries	5.4	Using shipping
3.1	Feeding Queenslanders	5.5	Using motor vehicles
3.2	Developing manufacturing capacities	5.6	Using air transport
3.3	Developing engineering and construction industries	5.7	Telecommunications
3.4	Developing economic links outside Queensland	5.8	Postal services
3.5	Struggling with remoteness, hardship and failure	6	Building settlements, towns, cities and dwellings
3.6	Inventing devices	6.1	Establishing settlements
3.7	Financing	6.2	Planning and forming settlements
3.8	Marketing, retailing and service industries	6.3	Developing urban services and amenities
3.9	Informing Queenslanders	6.4	Dwellings
3.1	Entertaining for Profit	7	Maintaining Order
		7.1	Policing and maintaining law and order
		7.2	Government and public administration
		7.3	Customs and quarantine services
		7.4	Local government
		7.5	Withstanding physical threats to order
		7.6	Defending the country
		8	Creating social and cultural institutions
		8.1	Worshipping and religious institutions
		8.2	Cultural activities
		8.3	Organisations and societies
		8.4	Festivals
		8.5	Sport and recreation
		8.6	Commemorating significant events
		9	Educating Queenslanders
		9.1	Primary Schooling
		9.2	Secondary schooling
		9.3	Educating adults
		9.4	Tertiary education
		10	Providing health and welfare services
		10.1	Health services
		10.2	Caring for the homeless and destitute
		10.3	Caring for women and children

This section initially looks at the Gas field area, comprising a large portion of the Darling Downs including areas within the Toowoomba, Dalby and Roma Regional Council Areas as shown at *Figure 2.1*.

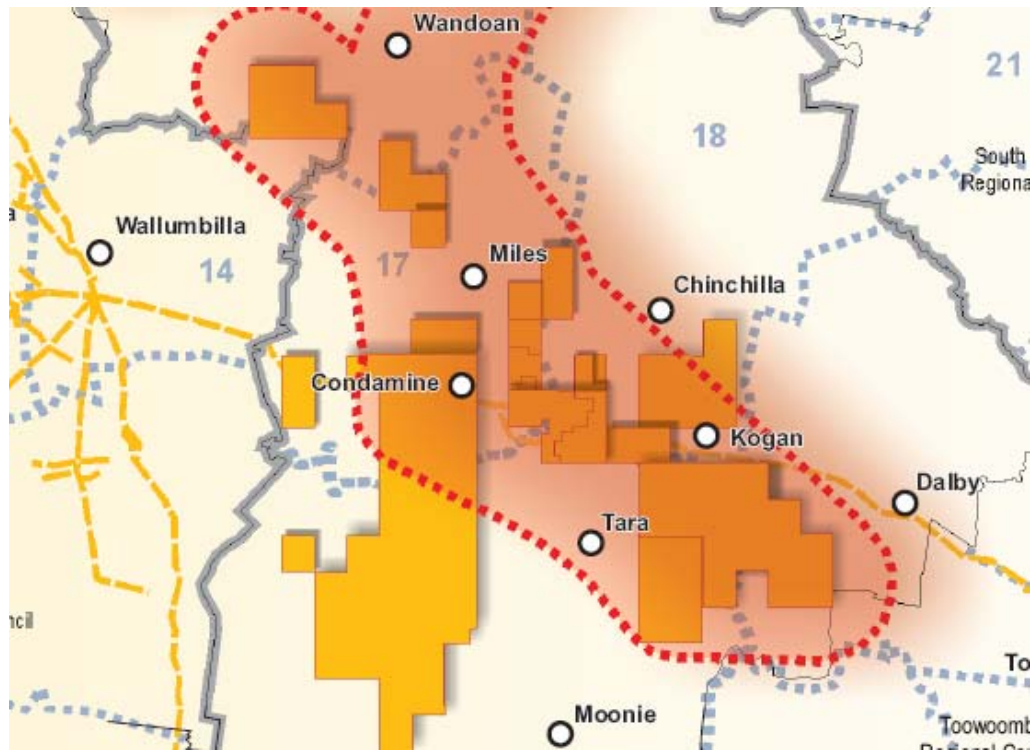


Figure 2.1 Upstream Gasfields Study Area

The results of the heritage register searches for this area, and a thematic history for the region are presented. Search results and thematic histories for the Pipeline, and LNG facility area are provided subsequently.

2.1 SEARCHES

The following tables provide the results of heritage searches for Roma Regional Council (including Bendemere and Bungil Planning Schemes), Dalby Regional Council (Including Dalby, Tara, Murilla, Wambo Planning Schemes) and Toowoomba Regional Council (comprising Jondaryan Planning Scheme).

An additional table provides a list of known historic heritage places identified in previous studies within this region.

Table 2.2 Search results within Gasfield study area

Site Name	Location	Survey Information	Listing Status
Roma Regional Council - Bendemere Shire			
Rocky Creek Bridge	Rocky Creek, Jackson		Reported Bendemere Shire Planning Scheme
Yuleba Railway Complex	Yuleba		Reported Bendemere Shire Planning Scheme
Combidiban Creek Bridge	Yuleba		Reported Bendemere Shire Planning Scheme
Wallumbilla Railway Complex	Wallumbilla		Reported Bendemere Shire Planning Scheme
Wallumbilla Hospital	Raslie Road, Wallumbilla		Reported Bendemere Shire Planning Scheme
The Nostalgic Queens Theatre	George Street, Wallumbilla		Nominated Bendemere Shire Planning Scheme
("Reported place" is not on the register. It is simply recorded as a place of possible cultural heritage significance).			
Roma Regional Council - Bungil Shire			
Lonesome National Park		NP 76 Mellish & Pyramid Counties of Westgrove and Tingarra	Registered on National Trust Qld Register
Dalby Regional Council - Dalby Shire			
Dalby Swimming Pool Complex	58 Patrick Street, Dalby		QLD Heritage Register (Permanent) Registered on National Trust Qld Register
Dalby Town Council Chambers and Offices (former)	133 Cunningham Street, Dalby		QLD Heritage Register (Permanent)
Dalby War Memorial and Gates	Patrick Street Dalby		QLD Heritage Register (Permanent) Register of National Estate (Registered) Registered on National Trust Qld Register

Site Name	Location	Survey Information	Listing Status
St John's Anglican Church	153 Cunningham Street, Dalby		QLD Heritage Register (Permanent)
Jimbour Dry Stone Wall	Dalby-Jandowae Road, Jimbour		QLD Heritage Register (Permanent)
Jimbour House	86-371 Jimbour-Malakoff Road, Jimbour		QLD Heritage Register (Permanent) Registered on National Trust Qld Register
Dalby/ Jandowae Roadside Remnant Grassland	Dalby - Jandowae Rd, Dalby		Register of the National Estate (Indicative Place)
St Columba's Convent School	Jimbour Street, Dalby		Registered on National Trust Qld Register
Dalby Regional Council - Tara Shire			
Nil	Nil	Nil	Nil
Dalby Regional Council - Murilla Shire			
<i>(Known Cemeteries and Burial Sites identified in the Planning Scheme)</i>			
	Wambo Street, Condamine	Lot 8 on C4423	
	Leichhardt Street, Condamine	Lot 88 on ROG3422	
	Dogwood Creek, Miles	Lot 123 on BWR613	
	Cnr Racecourse and Hookswood Roads, Miles	Lot 139 on BWR297	
	Hookswood Road, Miles	Lot 107 on BWR424	
Dalby Regional Council - Chinchilla Shire			
Chinchilla 'Digger' Statue	57 Heeney Street, Chinchilla		QLD Heritage Register (Permanent)
Chinchilla Sands Local Fossil Fauna Site	Warrego Hwy, Chinchilla		Register of the National Estate (Natural) Registered (24/09/2002)

Site Name	Location	Survey Information	Listing Status
Barakula Scientific Area No 22	Chinchilla		Register of the National Estate (Natural) Indicative Place
Cactoblastis Memorial Hall	Warrego Highway, Boonarga		QLD Heritage Register (Permanent)
<i>Known Cemeteries and Burial Sites identified in the planning Scheme</i>			
Chinchilla		Lot 188 on C24373 Reserve 155	
	Cemetery Road, Chinchilla	Lot 18 on SP156049	
Brigalow	Canaga Creek Road	Lot 185 on LY431	
Dun Robin		Lot 3 on NT372	
Bingle Bourgh		Lot 70 on FTY490	
Coondarra		Lot 13 on NT287	
Auburn		Lot 1 on NT258	
Speculation		State Forest 302	
Cadarga		Lot 41 on NT32	
Dent Land		Lot 32 on LY876	
Baking Board		Lot 83 on LY566	
Brigalow		Lot 185 on LY431	
Vic Black (Blackwood)		Lot 260 on LY231	
Dalby Regional Council - Wambo Shire			
Elizabeth Springs	Warra		National Heritage List (Natural) Nominated Place
<i>(Known Cemeteries and Burial Sites identified in the Planning Scheme)</i>			
Bell		Lot 259 on C8188	
Jandowae		Lot 197 on LY793	
Jimbour		Lot 3 on SP121405	

Site Name	Location	Survey Information	Listing Status
Kaimkillenbun		Lot 45 on A342008	
Macalister		Lot 31 on LY379	
Rangers Bridge		Lot 150 on DY625	
Warra		Lot 68 on LY1053	
Toowoomba Regional Council - Jondaryan Shire			
Jondaryan Woolshed	264 Evanslea Road, Jondaryan		<ul style="list-style-type: none"> • QLD Heritage Register (Permanent) • Register of the National Estate - Historic (Registered)
St Anne's Church	Evanslea Road, Jondaryan		QLD Heritage Register (Permanent)
Jondaryan Homestead	Evanslea Road, Jondaryan		QLD Heritage Register (Permanent)
Westbrook Homestead	Coupers Road, Westbrook		QLD Heritage Register (Permanent)
Westbrook War Memorial	114 Toowoomba Road, Westbrook		QLD Heritage Register (Permanent)
Jondaryan East Roadside Remnant Grassland	Warrego Hwy, Jondaryan		Register of the National Estate (Natural) Indicative Place
Jondaryan West Roadside Remnant Grassland	Warrego Hwy, Jondaryan		Register of the National Estate (Natural) Indicative Place
Jondaryan Homestead Outbuildings	Jondaryan-Evanslea Rd, Jondaryan		Register of the National Estate (Historic) Registered (28/09/1982)
Jondaryan Post Office (former)	10 Station St, Jondaryan		Register of the National Estate (Historic) Indicative Place

Table 2.3 *Additional heritage places noted within Gasfield study area*

Site Name	Location	Survey Information	Source
Places identified in previous studies			
Argyle Station	South of Chinchilla, north of Condamine River	Lot 2 RP854515	QGC BCA 2005 in Bonhomme Craib and Associates
Former Robinson Homestead	Between the Condamine River and the Kogan Condamine Road.	Lot 21 RG27	QGC BCA 2005 in Bonhomme Craib and Associates
Surveyed township of "Wombo"	Between the Condamine River and the Kogan Condamine Road		QGC BCA 2005 in Bonhomme Craib and Associates
Coach route	Old Kogan-Condamine Road		QGC BCA 2005 in Bonhomme Craib and Associates
Change Station	South of Wambo Creek	Lot 2 RP106647	QGC BCA 2005 in Bonhomme Craib and Associates
Old coach tracks	South of Chinchilla, north of Condamine River.		QGC BCA 2005 in Bonhomme Craib and Associates
Western branch of Myall Creek Road to Tieryboo Station	Along Wambo Creek between Dalby and Condamine.		QGC BCA 2005 in Bonhomme Craib and Associates
Corduoy Road remnants	Near the entrance to Windibri.		QGC BCA 2005 in Bonhomme Craib and Associates
Tieryboo Station	North of Condamine River		QGC BCA 2005 in Bonhomme Craib and Associates

2.2 THEMATIC HISTORY

2.2.1 *Peopling Places*

The First Inhabitants

Prior to European settlement of the Darling Downs area, the land was occupied by Aboriginal people for tens of thousands of years. The area comprised a number of different groups with definite trading patterns and trading routes established along rivers and mountain edges, and there was considerable interaction between the neighbouring groups. There were no permanent settlements in the region, instead groups moved from place to place as the seasons and food supplies dictated. The territorial boundaries were frequently established to allow access along these natural features. Festivals were also known to occur in several locations such as Bunya Mountains and near Springsure where groups would travel hundreds of kilometres and congregate (Johnson 1982).

The Aboriginal peoples of the project area have been documented in the Project's Indigenous Cultural Heritage, Native Title and Ethnography reports.

Encounters between Indigenous and Non Indigenous Peoples

A range of cultural interactions have been recorded during the exploration of the area in the late 1820s. In some cases the Aboriginal groups would welcome the Europeans and show them water and food, sometimes helping explorers through difficult terrain. On other occasions the local communities were wary and kept a distant presence, and at other times there would be violent resistance, with white settlers being speared and stock killed (Johnston 1982:36-40). In 1827, early explorer Allan Cunningham came across Aboriginal groups on two separate occasions, and recorded no incidents of conflicts during these encounters.

Following European settlement of the Darling Downs in the mid nineteenth century, conflict began to occur on some of the newly established pastoral stations. In 1857, 11 people were killed at Hornet Bank Station on the bank of the Dawson River near Wandoan by Aboriginal stockman "Baulie" and other men of the Jiman group. In the violent retaliation that followed, many of the Jiman group were wiped out and many neighbouring Aboriginal groups including the Barungam and Wakka Wakka were also attacked. Killing of Aboriginal people continued for many months (Matthews 2004: 79-84), with many massacres taking place throughout the Dawson, Condamine and Auburn regions, east towards Maryborough and north up to Rockhampton.

Early journalist Archibald Meston (1895: 32) reported on a number of deaths on Darling Downs stations such as John Manual of Eaton Vale Station, and the Hornet Bank massacre. In 1896, Meston was commissioned by the Queensland

Government to prepare plans for the improvement of Aboriginal welfare in the State. His investigations noted the debilitating, even destructive, impacts of European society on Aboriginal culture. In 1897, he concluded that "*the 'wild tribes' who had had little contact with Europeans, should be allowed to continue in their traditional lifestyle*" (L'Oste -Brown et al 1995: 4). However, Meston believed groups who had been affected by the European presence, including those affected by the policy of 'dispersal', needed government assistance and protection. Therefore, he recommended that Aborigines should be isolated from the harmful contact and placed into a series of reserves. In particular, he stated that these reserves should provide a residence for those Aborigines who had succumbed to alcohol, opium, vagrancy, prostitution or other forms of anti-social behaviour. Meston hoped that through this segregation, Aborigines might be restored to his idea of their pristine, traditional state.

Meston's recommendations were formulated into a Bill was passed by Parliament as the *Aborigines Protection and Restriction of the Sale of Opium Act* of 1897. It led to the appointment of a Protector of Aborigines who was also the Commissioner of Police for all districts and directly responsible to the Home Secretary for the overseeing of the Act (L'Oste -Brown 1995: 4).

By the turn of the twentieth century the Aboriginal population of the Darling Downs had dwindled, and the new Act saw the remaining few sent to nearby reserves at Taroom, Cherbourg, Barambah and Deebing Creek. Reminders of these early days of contact is evident in the naming of places Deadman's Gully and Murdering Creek in the present day Seven Oaks area, and Cutthroat Creek which is now known as Barakula.

2.2.2 *Exploiting, Utilising and Transforming the Land*

Exploring, Surveying and Mapping the Land

European settlement in South East Queensland occurred in 1824 when a penal colony was established at Redcliffe. The Darling Downs were first explored by botanist and surveyor Allan Cunningham and Charles Fraser in 1827. Cunningham returned in 1828 to further research the area and to try to find a better route between the Darling Downs region and the coast. Cunningham climbed to the top of Mount Dumaresque, near the current town of Maryvale, and wrote in his diary that this lush area was ideal for settlement. He recorded in his diary "*Looking north easterly the eye wandered with pleasure over a fine open grazing country, very moderate timbered, with patches of clear plain, and detached wooded ridges to diversify the surface; and in no part did there appear the slightest obstacle to prevent a communication either with the southern shores of Moreton Bay or the banks of the Brisbane River. In taking a general view of the very superior country at which the labours of my party terminated northerly, it was gratifying to observe the range of luxuriant pasturage, this subject of our discovery, in its plains, rising downs, open woodlands, valleys, and even elevated forest ranges has thrown open to our most extensive flocks and herds, in a genial climate and at an elevation of one thousand eight hundred feet above the sea shore. Its timbers,*

moreover, add to its importance". The original Darling Downs as quoted by Allan Cunningham was named after Governor Darling and stretched for 100 miles, or as far as the eye could see, from Mt Dumaresque (Allan Cunningham in Johnston 1982:9).

The first squatters, Walter and Patrick Leslie, arrived in the Darling Downs in 1840, 13 years after Cunningham's first reports on the region. They drove up 5,700 head of stock, mostly sheep and few cattle. With 25 men who wanted to settle, the Leslies chose Toolburra Run near present day Warwick to establish a homestead.

The nearby convict settlement supplied the labor essential for the success of the initial free pastoral settlement and led to a boom on the Darling Downs. By the end of 1841, the Darling Downs had been mapped out for the squatters.



Figure 2.2 *Toolburra Homestead (ND, John Oxley Library #196978)*

By May 1844 there were 26 stations established on the Darling Downs. About 400 Europeans were running 154,000 sheep, 11,337 cattle and 349 horses - all introduced animals exotic to the Australian environment. By 1846, the number of stations on the Downs had risen to 45 and the 1846 census showed more people lived on squatting stations than at any actual settlement (Fitzgerald, 1982: 96). Many of these stations are shown in the 1864 plan at *Figure 2.3*.

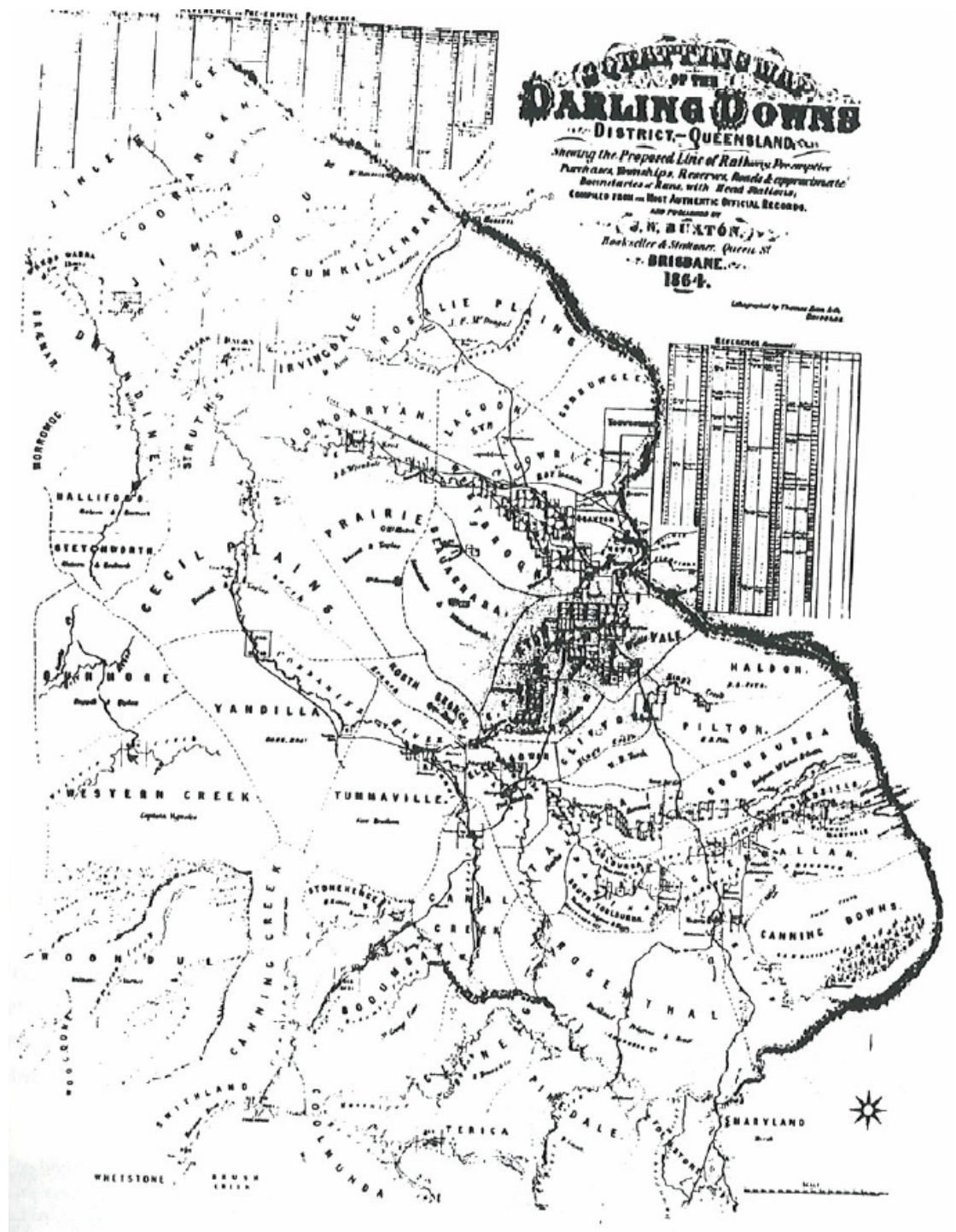


Figure 2.3 1864 Squatting Map of the Darling Downs

The rapid expansion of the northern district's pastoral industry continued and maps of Queensland during the 1850s and 1860s show considerable expansion north and west as the pastoral industry continued to flourish in the region. Areas around the present day Dalby and Tara were settled in the 1840s, with Dalby, then known as Myall Creek, surveyed and declared a township by 1854. In the same year, a location today known as the town of Condamine was suggested to provide a safe crossing of the Condamine River east of Surat. The western branch of the road from Myall Creek ran down Wambo Creek to Tieryboo Station, then branched north to the town of Taroom, west to Mt Abundance Station and southwest to Surat. Such a meeting of crossroads

naturally led to the formation of a township in the early 1850s which later became known as Condamine.

By the 1850s, about thirty European families were living in Dalby (Bonhomme Craib and Associates 2006: 7). Originally known as Bonner Knob, Condamine was formally surveyed in 1859 (Condamine ND).

By 1860 several stations were established around the Mt Abundance area north west of Condamine, and in 1862 a government surveyor was commissioned to determine a site for a township. It was decided that the township would be located on Bungil Creek east of Mt Abundance. The Town of Roma was gazetted on 3 September 1862.

North east of Condamine, the town of Chinchilla was surveyed by government surveyor G.G Woodhouse in September 1880, and land sales were held in Dalby April 1881. Although settled early, the town of Tara was not gazetted until 1912 (Frank 1971: 1-1).

Exploiting Natural Resources

The first industries in the Darling Downs were concerned with basic necessities such as shelter, transport and food. As the region diversified its economic base, new industries sprang up to process new crops and recently discovered minerals.

Timber was felled throughout the district and pit sawing of pine and hardwood trees occurred in the main range, along the Goomburra Valley and around the original pastoral homesteads. Steam sawmilling became established as the first factory industry in the major towns and along the ridges north west of Toowoomba. It grew rapidly in the 1860s in response to a growing urban market, cheap and accessible raw materials and plentiful and expendable labour. By 1875, there were 15 mills on the Darling Downs, a number of which remained constant until the turn of the century (Waterson 1968: 73-75).

Logging and sawmilling have been among the principal industries in the Chinchilla region, especially after the establishment of the rail line was able to provide a relatively inexpensive mode of transport for both logs and milled timber (Matthews 2004: 916-923). *Figure 2.4* shows a portable steam engine operating at the Pioneer Sawmill on the Darling Downs c1903, with a single cylinder portable steam engine driving a circular saw bench, and several workers overseeing the operation.



Figure 2.4 Sawmilling on the Darling Downs c1903 (John Oxley Library #137362)

Timber mills continued to increase in size over the next century, and were followed by brick and tileworks near Warwick in 1874 and Toowoomba 1884 (Waterson 1968: 73-75).

The twentieth century saw a shift in industry in the region to mining. Early explorer, Ludwig Leichhardt was the first to discover coal in the region when he found coal in Charley's Creek in 1844. In 1879, government geological surveyor, AC Gregory, completed an exploratory tour of the districts from Dalby to Roma along each side of the rail line, and subsequently reported various areas of coal bearing ground. There was some mining in the Warra district during World War 1 but this only lasted a few years. Renewed interest in coal exploration came post World War 2.

In 1948 a geologist visited the region to inspect some sites, and consequently a number of tests were undertaken in the area. The development of the Kogan/Brigalow coal deposits was a slow and protracted exercise that would see various drilling explorations and tests - all of which would prove futile. The coal deposits of the region, with the exception of those at Macalister are still on the ground, virtually untouched today (Matthews 2004: 916-923).

Despite much surveying and testing, there has never been a major discovery of oil in the Chinchilla region. In 1956, oil exploration in the Chinchilla Shire was being conducted by Santos Ltd and the Delhi Australian Petroleum Ltd. By 1961 the Condamine Oil Company's bore on Barakula road, 21 miles north of Chinchilla retrieved samples including oil and in 1989 another unsuccessful exploratory well was drilled at Kogan (Matthews 2004: 866-870).

Pastoral Activities

In the first half of the nineteenth century, the beef industry in Australia was limited to supplying the small domestic market. Wool was a more viable undertaking as the product could easily be exported to overseas markets. In 1842 wool prices slumped dramatically owing to a depression in English manufacturing, causing the wholesale slaughter of sheep for mutton. As the number of unwanted sheep and cattle far outnumbered the market for meat, many pastoralists who overextended themselves had to sell out (Meston 1895: 36).

Over time, cattle proved to be more suited to the environment than sheep and the focus in the Darling Downs gradually changed (Johnston 1982: 24-25). The focus on beef cattle was also prompted by advances in meat processing technology. With improvements in canning and freezing, meat could be exported overseas, significantly increasing the potential market. By the end of the nineteenth century, the beef cattle industry was the main primary industry in the Darling Downs.

As elsewhere in Australia, the industry faces difficulties with poor seasons, fluctuating prices, diseases and cattle ticks. In the twentieth century one of the major changes in the industry was the introduction of *Bos Indicus* (African and Indian) cattle and the development of a range of new breeds crossed with traditional European or British breeds. *Bos Indicus* cattle, such as Brahmin and Zebu, were more resistant to ticks and well suited to the dry climate. They have proved to be vital in the continuing development of the beef cattle industry in central Queensland (Blake 2005a: 61). In addition, the establishment of beef roads, arranged through federal help in the 1960s (Department of Main Roads ND: 123) were designed to transport cattle to the railheads and resulted in better access to markets, resulting in an increase in the beef industry throughout Queensland (Matthews, 2004: 583).

Agricultural Activities

The physical environment of the Darling Downs was well suited for agriculture, with rich soils and a reasonable rainfall. The region was referred to as the "Garden of Queensland." Closer settlement began soon after separation of Queensland from New South Wales in 1859, with the establishment of agricultural reserves at Warwick and Dalby. However, selectors were not attracted to the region in significant numbers until the 1890s. Between 1894 and 1914, agriculture exploded on the Darling Downs and the region led Queensland in the production of wheat and dairy products (Blake 2005b: 89).

The agricultural *Lands Purchase Act of 1894* and the closer settlement legislation of 1906-17 played a role in giving positive encouragement to agriculture as well as towards achieving the long held dream of intensive use of the land. The aim was for the government to repurchase land in the settled districts,

especially the Darling Downs, subdivide it and resell as small farms. Between 1894 and 1919, over 785,000 acres were repurchased for closer settlement which comprised almost two thirds of land on the Darling Downs (Fitzgerald 1982: 126). After 1905, there was success when farmers adopted mixed operations of grain and stock, and by 1910, wheat had become the leading crop (Fitzgerald 1982: 126).

Wheat and cereal production expanded significantly in the nineteenth and early twentieth centuries on the Downs. While wheat was grown throughout all of the Downs, the larger and more successful farms were located in the west and south-west, particularly around Dalby and Chinchilla.

Undoubtedly, the most severe challenge to the expansion of agriculture on the Downs at this time was the spread of prickly pear. Identified as a problem in the early 1900s, it rapidly infested large areas of the Downs despite various attempts at eradication. By the early 1920s, prickly pear threatened the viability of some parts of the Downs, to the extent that selectors were abandoning their farms. The introduction of the insect *Cactoblastis cactorum* in the mid 1920s was just in time and virtually eradicated prickly pear within a decade (Blake 2005b: 89-90). The Chinchilla district was one of many areas which experienced renewed prosperity as land cleared of prickly pear was utilised for agriculture and dairying pursuits. The *Cactoblastis* Memorial Hall was erected as a monument to the *Cactoblastis* moth which overcame prickly pear in Queensland and New South Wales during the late 1920s and early 1930s (QHR Entry #601273 *Cactoblastis* Memorial Hall). *Figure 2.5* shows the opening of the hall in 1925.



Figure 2.5 *Opening of the Cactoblastis Memorial Hall in Chinchilla 1925 (John Oxley Library #152648)*

2.2.3 Developing Secondary and Tertiary Industries

Feeding Queenslanders

Dairying on the Darling Downs was fostered by several developments, including advances in technology such as cream separators and refrigeration, government incentives to support the establishment of butter and cheese factories, the opening up of overseas markets and the expansion of the railway network.

Dairying grew at a remarkable rate between the mid 1890s and 1914 on the Downs, with the production of butter increasing tenfold and cheese production by 25 times. One of the promotional postcards prepared for the Franco-British Exhibition of 1908 shows the Rosevale Cheese Factory on the Downs in 1908 (See *Figure 2.6*). A note on the back of the postcard reads, 'There were 2,021,140 lbs of cheese made in Queensland during 1906.' By 1914 the Downs, with more than 50 cheese factories, was a leading cheese-producing region in Australia (Blake 2005b: 89).

In 1904 the Downs Co-Operative Dairy Association was established and the official opening of the butter factory occurred on 16 October 1905 (Hinchliffe 1984:149). Through acting as an outlet for a major Darling Downs primary industry, the Association not only played a significant role in the development of Toowoomba, but also had significant indirect employment and economic benefits that extended far beyond the factory walls.

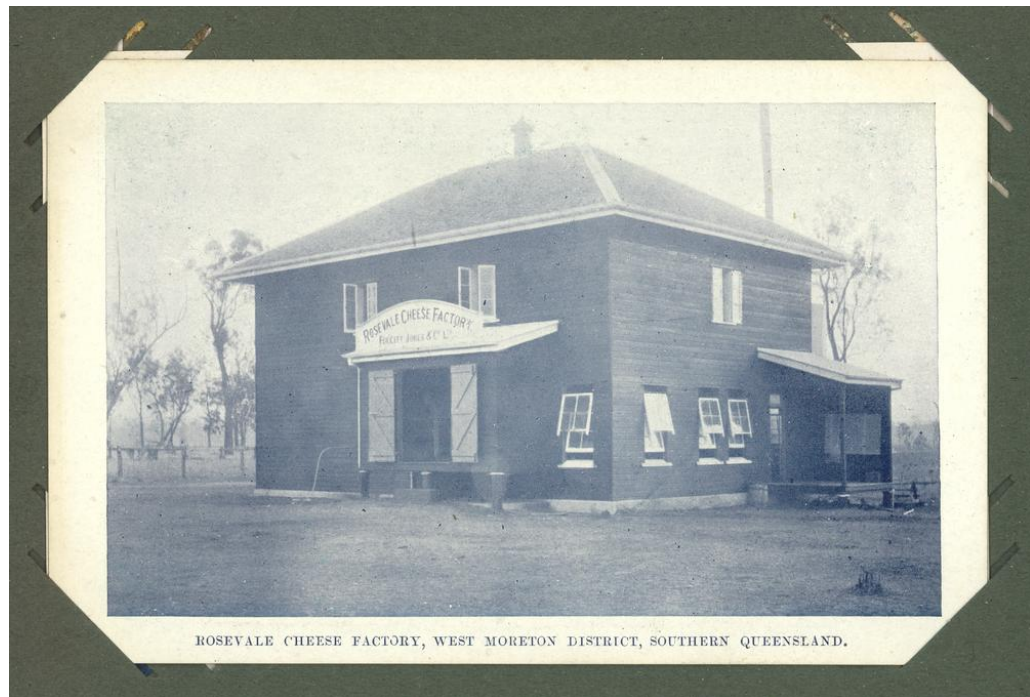


Figure 2.6 *Rosevale Cheese Factory, c1905 (John Oxley Library APO-047-0001-0015)*

Despite declarations in the 1890s that farmers could not work in ‘happy unison’, and that co-operations would never be a success, by the turn of the twentieth century, following years of drought, a number of co-operations began to appear on the Darling Downs. In 1911, a small group of Darling Downs farmers established the Darling Downs Co-operative Bacon Association (Hinchliffe 1984: 184). In June 1911 a foreman and carpenter, J. Nicol, began supervising the construction of buildings in Toowoomba, estimated to cost £3,400. Materials for the predominantly brick factory came from the local brickworks of J. Pidgeon, Hoskin and Carmichael, and John Brazier (Hinchliffe 1984:191). The Darling Downs Co-operative Bacon Association, operating under its marketing brand name ‘KR’, became a highly successful and widely known company.

Following World War 1, rising beef prices saw the State open a number of butcher shops which sold meat more cheaply than private businesses (Johnston, 1988:162).

Although by the 1940s Queensland had become a prominent dairying state, the industry steadily declined in the twentieth century, partly due to the increased success of the beef industry (see previous sections), and partly as a result of federally inspired rationalisation schemes (Johnston 1988: 213) and subsequent deregulation by Queensland governments.

Developing Manufacturing Capacities

In the late nineteenth century, a number of factories were established to produce lemonade, soda water and other flavoured cordials. By 1893, there were twelve factories on the Darling Downs, half of these in Toowoomba

(Waterson 1968: 74). Breweries and maltings followed with the first commercial hogshead of light ale in Queensland at their Darling Downs brewery on 14 December 1869 by Patrick and Thomas Perkins. The Warwick brewery was established in 1873 (Waterson 1968: 74).

By 1893 there were six established flour mills on the Darling Downs, all were either steam or water mills. Until the opening of the first large dairy factories in the early 1890s, the flour mill was undoubtedly the most important material creation in a country town (Waterson 1968: 75-77).

Braziers Brickworks was one of the first brickworks to be established on the Darling Downs, operating from its Toowoomba factory in the early twentieth century (Hinchliffe 1984:191). The first moves to have a brickworks established at Chinchilla commenced in the late 1940s, with representations by the Bureau of Industry to the Chinchilla Chamber of Commerce urging the establishment of secondary industries in the town. Clay samples were sent to Brisbane for testing and the results proved excellent for the manufacture of bricks and earthenware pipes and pottery. Chinchilla Bricks Pty Ltd operated in the Darling Downs district for a number of years , closing in 1977 and reopening in 1993 (Matthews 2004: 971-973).

2.2.4 *Moving Goods, People and Information*

Using Draught Animals

The only mode of transport in the first few decades of settlement on the Darling Downs was by foot or using draught animals. Until the construction of the railway to Chinchilla, and farther west, farmers had no option but to transport their produce to the nearest markets by bullock wagon. In the early years, it required a round trip of six months to cart wool by bullock wagon along the Moonie River from Coomrith near Tara to Brisbane and to return with supplies (Matthews 2004: 95).

The town of Condamine grew on the mail route, but when the western railway passed through further north, the new town of Miles became the centre for the area (Johnston 1982: 83).

The use of stage coaches as a means of transport was prominent in the late 1800s, and Toowoomba was the first stop of the Cobb & Co coach service that ran in from the southern cities to Queensland from 1866 until 1924 (Cobb and Co 2008). During this period a number of Cobb and Co routes were established on the Darling Downs.

Using Rail

In 1863, a loan of one million pounds was proposed by the ministry to construct a rail line from Ipswich and telegraph extensions into the Darling Downs. An amendment to the proposal was later defeated leading to a

double dissolution of the parliament. In 1863, a second parliament authorised the construction of the Southern and Western railway and tenders were invited for the first section of twenty miles. On 25 February 1864, construction commenced on the western railway line (Matthews 2004: 95-132). The railway reached Toowoomba in 1867, and Dalby the following year, turning both towns into important railheads.

In May 1876 construction of the railway line commenced between Dalby and Roma (Roma Energy of the West ND). By March 1877, the rail line was nearing Charleys Creek, by September 1877 Warr was opened, and the railway line to Chinchilla opened to general traffic on 3 January 1878 (Matthews 2004: 95-132). In August 1878, the line to Miles was officially opened for traffic, and the first passenger locomotive reached Roma's new railway station in September 1880. Roma was thereby established as a service centre for the surrounding region (Roma Energy of the West ND).

A maze of small branch lines were established on the Darling Downs under the closer settlement scheme and the transport of the produce of the western pastoralists to the nearest port continued to provide the financial security to maintain railway operations. The first of these branch lines opened in 1906 and ran from Dalby to the new town of Bell, north of Toowoomba. The second opened in 1914 and was constructed from Dalby to Jandowae, passing through the new town of Jimbour (EPA, QHR Entry 600941). A further rail extension made it from Miles to Wandoan in 1914 (L'Oste -Brown et al 1995: 8), as shown at *Figure 2.7*.

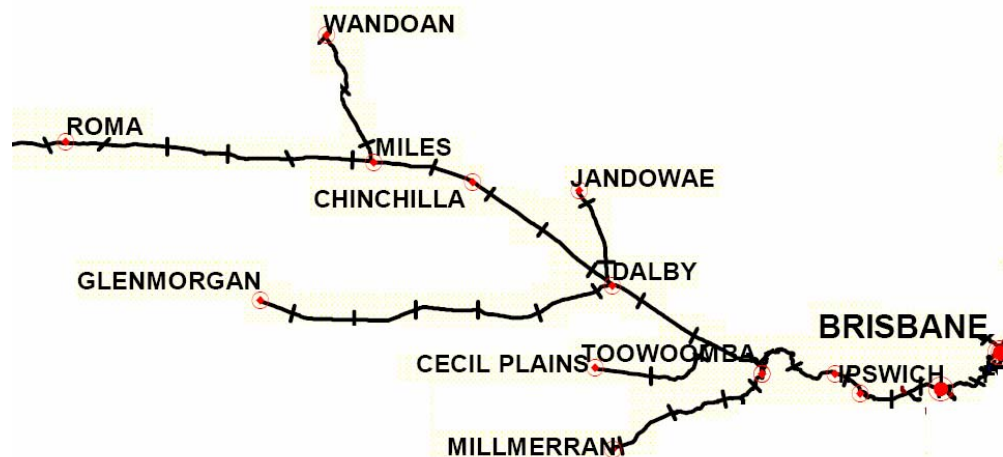


Figure 2.7 Darling Downs Railway System

Telecommunications and Postal Services

The intercolonial telegraph line was completed from Sydney to Brisbane in 1861, and the link quickly extended to the growing northern towns such as Dalby, with an extension to Roma by 1867 (Johnston 1982: 80).

Postal services spread quickly as the Darling Downs region was settled by pastoralists. Post offices were opened at Dalby as early as 1854 (French 1992: 47), and in Tieryboo and Condamine in 1856 (Johnston 1982: 80). The route from Drayton went via Dalby, Daandine, Warra, Wambo, and Tieryboo. Initially these mail services were carried out by horseback riders and then by coach. A more systematic approach was introduced after 1865 when the government accepted the tender of Cobb and Co for the carriage of mail from Brisbane to Dalby. The Cobb and Co kept expanding and by 1883 it covered 6,500km using 3,000 horses (Johnstone 1982: 80). In 1886, Cobb and Co successfully tendered for the weekly mail run between the Condamine and Roma (Bonhomme Craib 2006: 7). Condamine grew on the mail route, but when the western railway passed through further north the new town of Miles became the centre for the area (Johnstone 1982: 83).

2.2.5 *Building Settlements, Towns, Cities and Dwellings*

Establishing Settlements

The establishment of towns and settlements throughout the Darling Downs followed the pattern of pastoral expansion followed by agriculture and then closer settlement. Toowoomba and Dalby developed in the 1840s and 1850s as centres for the pastoral industry, whereas Condamine and Jondaryan emerged in the 1860s as small settlements serving the pastoral industry. With closer settlement and the construction of railways, these centres were consolidated and new towns were established including Chinchilla, Miles and Tara (Blake 2005b: 89-90).

Toowoomba grew rapidly in the late 1850s such that by 1861 Toowoomba and Drayton, with a combined population of 1,500 people, easily exceeded Warwick, the former centre of the Downs (Johnston 1982: 29).

In the mid 1850s, a small town called Dalby was formed at a popular crossing place for teamsters at the junction of the Greenbank, St Ruth, and Jimbour Runs on Myall Creek. In 1851, E.O Moriarty, looking for suitable reserves on the Jimbour Run, was instructed to lay out a township of one square mile at Myall Creek, and by May 1853 the Deputy Surveyor General had approved plans for the Village of Dalby (French 1992:44). The first land sales followed in April 1857, and by 1862, it was proclaimed a municipality with the right to elect a Town Council of six members. The wealth brought by the rail line was evident by the vast increase in population and the growth of industry in the late 1800s. Nevertheless, it was not until after 1945 that soldier resettlement schemes led to closer settlement at Dalby.

Originally known as Charleys Creek, Chinchilla was proclaimed a town reserve in 1877 when the rail line reached the town. 59,580 acres of land were subsequently opened up for homestead selection, and later in the year the population reached 300 and the town comprised 8 hotels, 5 stores, 2 fruit shops, 2 butchers, 1 baker, 1 lemonade factory, 1 saddler, 1 chemist and 1

private school (Chinchilla Heritage Timeline). Under the Queensland Co-operative *Land Settlement Act* in 1893, three cooperative groups within the Chinchilla region were immediately organised including the Mizpah, Monmouth and Mulga. Initially this scheme brought settlers to the district, but it did not have any long term success (Matthews 2004: 142-143).

In 1908 the government implemented the "*Prickly Pear Frontage Selection Act*", offering land at 5 shillings an acre and no payment for 20 years. Group settlement schemes were encouraged, and the offer widely advertised in Victoria (Fitzgerald 1982: 125). Settlers began arriving in the district in 1908, and by 1910 the Coomrith Road was started and the influx of settlers led to the establishment of the township of Tara. The Tara Shire was proclaimed in 1912, the same year the rail arrived at Tara. Other settlements, such as Undulla Creek which was established in 1911, also prospered at this time due to the increased population attracted by land ownership opportunities.

The provision of roads and services throughout the Darling Downs was handed over to the municipalities in 1878-1879. The building of roads was piecemeal and uneven and many decades passed before thoughts of a cohesive national system were formulated (Perry 2005: 72). Darling Downs towns were brought onto the electricity network during the 1920s and 1930s, and septic tanks were installed in town premises in the 1950s (Matthews 2004: 633, 672).

2.2.6 *Maintaining Order*

Policing and Maintaining Law and Order

The Darling Downs region was prone to bushranger attack during the formative years of the colonial settlement, despite the efforts of the Native Police Force which was established in 1849. One of the worst areas was the Macintyre-Condamine region (Johnston 1982: 42) and examples include the Kogan bushrangers, Harry Howard and Patrick Gray, who robbed the Roma and Condamine mail coaches in 1865 (Matthews 2004: 786-792).

Over 145 Court Houses were constructed in Queensland between separation in 1859 and 1900. There was considerable variation in the types and size of structures, ranging from the slab construction to grand masonry buildings (EPA QHR Entry# 601285). The Dalby Police District came into existence in December 1855 and a timber court house and lock up subsequently constructed (French 1992: 47). A lockup was also in existence at Chinchilla by 1877 (Matthews 2004: 791), and courthouses at Chinchilla and Roma by 1882 and 1901.

Defending the Country

During World War 2, a number of foreign nationals were arrested under laws to prevent espionage and sabotage and interned in the Chinchilla region. Camps were constructed to house the detainees at Turkey Mountain, another at Stockyard Creek, a third at Hellhole Creek and the last at Ballon (QPWS 2003). The detainees, who were known as the 'Civil Alien Corps' were largely Italian or Albanian internees.

Turkey Mountain, known as 'Camp 1', was located 60 kilometres north of Chinchilla. The Italian detainees were employed by the Queensland Forestry Service to carry out developmental work in the district. Like the detainees in the other camps, they were used as labourers to clear scrub, build firebreaks and even build small bridges such as the timber bridge at Victory Break, 43 kilometres north east of Chinchilla (Matthews 2004: 714). The internees may also have constructed the road adjacent to the camp leading to the Turkey Mountain Fire Cabin (QPWS 2003). Physical evidence of this camp survives today (Matthews 2004: 714,715).

The Stockyard Creek internees' camp, built to house Italian internees, was situated approximately 45 kilometres north north-east of Chinchilla (Matthews 2004: 714) in the Barakula State Forest and was known as 'Camp 2.' Almost nothing now remains of the camp, with the exception of a log-edged old bocce court and a timber pallet used as a tent floor (QPWS 2003).

The Hellhole Creek Camp, known as 'Camp 3,' also housed Italian detainees, and was situated 60km north of Chinchilla in the Barakula State Forest (Matthews 2004: 715). 'Camp 4' at Ballon housed Albanian internees, and was situated 50km NE of Chinchilla (Matthews 2004: 714,715). Little remains of these camps today (QPWS 2003).

During World War 2, the Queensland Main Roads Commission built an Ammunitions Depot which was maintained by American forces at Columboola east of Miles (Columboola Ammunitions Dump 2001). There was quite a large contingent of civilians and military personnel at the arms dump camp (Matthews 2004: 716). *Figure 2.8* shows bombs being loaded onto trucks at the Columboola Ammunitions Depot in 1943.



Figure 2.8 Columboola Ammunitions Depot, 1943 (John Oxley Library, Image # 53529)

2.2.7 *Creating Social and Cultural Institutions*

Worshipping and Religious Institutions

Within the first few years of settlement, travelling clergymen visited the Darling Downs region. However it was not until the population increased later in the nineteenth century that churches were established in the region. The earliest records of the Church of England in Dalby show that Archdeacon Glennie, of Toowoomba, visited the township in 1852 and conducted a service and baptism in the home of the Ross family.

The first resident minister of the church was the Rev. B. G. Moberley, who took charge in the early 1860s. St John's, the first church in Dalby, was established in 1866 and was located near where the site of the current State School. The original brick church was eventually replaced with a wooden church, which later became the parish hall, and was used until 1923 when the present church was constructed (Parish of Dalby ND).

The large population of Catholics settling in Chinchilla and Roma led to the construction of Roman Catholic churches during the 1880s. At Chinchilla the first Methodist, Church of England and Presbyterian churches were not established until 1902-1910 (Matthews 2004: 892-915). Many of the early churches established on the Darling Downs have been replaced by newer structures, in some cases several times, such as the Chinchilla Roman Catholic Church which was replaced in 1926 and again in 1962 (Matthews 2004: 892-915).

2.2.8

Educating Queenslanders

Primary Schooling

The high costs of educating a small population dispersed over a large area meant that the provision of primary schooling throughout Queensland grew slowly. Although some churches set up schools in the 1840s, the government did not cover all the costs. Instead the local community was obliged to provide some of the capital costs, with the government providing the balance of capital expenditure and the operational costs. In many rural areas no formal education was offered at all, and there were not even itinerant teachers until 1900 (Johnston 1988: 439).

In 1875 the Queensland Government, following the Victorian example, legislated that primary schooling should be free, secular and compulsory (Johnston, 1988: 441-443). Under the 1875 Act, attendance was compulsory and children were required to stay at school until the age of 12.

When reporting on schools throughout Queensland during the late 1800s, Meston (1896: 27) wrote "*School buildings are chiefly of wood, the best material for the climate, special attention being made to lighting and ventilation, and the equipment and furniture and apparatus is complete. A few of the oldest schools are of brick or stone. The school verandahs shade the long walls of the buildings north and south, the gables all pointing east and west. The enclosed corners of the verandah form classrooms and lavatories. Ample playgrounds are provided for towns and suburban school have paddocks of various sizes, seldom less than 5 acres.*"

The Department of Public Instruction required a minimum of 30 students before it would build a school. If there were less than 30, the Department gave financial assistance to local communities to set up and maintain a provisional school. These provisional schools were established throughout the Darling Downs, including Kogan and Oaks Park, generally using makeshift buildings and unqualified teachers.

Many schools in the district opened in the early twentieth century but did not last long before they were closed due to a lack of students. On the other hand, schools in the larger towns of Chinchilla, Dalby and Roma prospered and required further facilities. In 1870 Roma State School, comprising a simple timber school building and a teachers residence opened with an enrolment of 133 pupils (EPA QHR Entry# 601536). By 1899 the increased population of the town meant that more buildings were required.

2.2.9

Providing Health and Welfare Services

Health Services

Early public hospitals were established for the provision of health care services for those people who could not afford private medical attention in

their homes or in private institutions. Nineteenth century Queensland hospitals were established by local voluntary hospital committees, which usually experienced some difficulty raising funds for both the establishment and running of the hospitals. Government grants were commonly available for the construction of hospital buildings. It was not until the *Hospitals Act of 1923* that hospitals and public health became basic responsibilities of the government, resulting in the creation of hospital boards throughout the state who then assumed control of local hospitals.

Throughout the 1930s and 1940s the Labour government extended various health benefits to all members of the community. Through federal-state cooperation, free hospitalisation came into effect by legislation passed under a 1945 scheme (Johnston 1982: 198, Johnston 1988: 465).

The first hospitals in the Darling Downs were established at Dalby and Toowoomba to cover the whole region. Some of the smaller towns such as Dalby, Chinchilla, Miles and Roma saw the establishment of private nursing homes, but it was not until the 1940s that modern hospitals were established in these smaller towns (Matthews 2004: 825-841).

PIPELINE

The Pipeline part of the study area stretches from Miles in the south, north east through the Banana Shire Regional Council area taking in the western portion of the Wide Bay Burnett district, and ending on Curtis Island as shown at *Figure 3.1*.

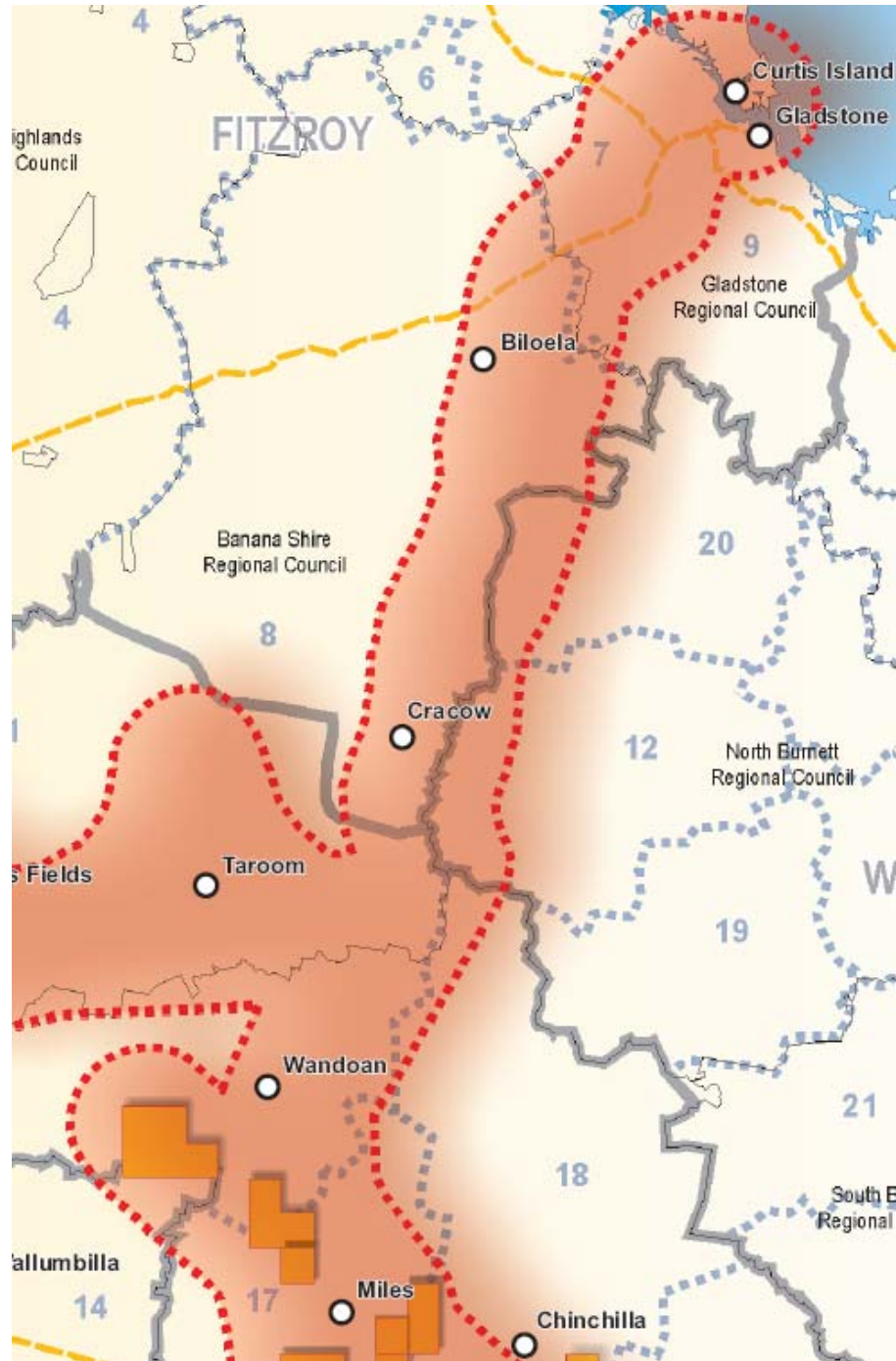


Figure 3.1 Pipeline Study Area

3.1

SEARCHES

The following tables provide the results of heritage searches for Banana Council (including Banana and Taroom Planning Schemes), and North Burnett Regional Council (comprising Eidsvold Planning Scheme).

An additional table provides a list of known historic heritage places identified in previous heritage studies within this region.

Table 3.1 *Search results within Pipeline study area*

Site Name	Location	Survey Information	Listing Status
Banana Shire Council - Banana			
Kilburnie Homestead	Argoon-Kilburnie Road, Jambin		QLD Heritage Register Banana Shire Planning Scheme National Trust Qld Register
Greycliffe Homestead	48 Gladstone Road, Biloela		QLD Heritage Register (Historic) Register of the National Estate (Historic) - Registered (21/03/1978) Banana Shire Planning Scheme
Biloela Butter Factory	Corner Callide and Washpool Streets, Biloela		Banana Shire Planning Scheme
Boggomosses Area No 2	Cracow		Register of the National Estate (Natural) Registered (26/10/1999)
State Forest 228	Eidsvold Theodore Rd, Cracow		Register of the National Estate (Natural) Indicative Place
State Forest 227	Eidsvold Theodore Rd, Cracow		Register of the National Estate (Natural) Indicative Place

Site Name	Location	Survey Information	Listing Status
Isla Gorge National Park	Leichhardt Highway, Theodore		National Trust Qld Register
Kroombit Tops Homestead	Kroombit Station, Biloela		National Trust Qld Register
Kroombit Tops	Kroombit		National Trust Qld Register
Banana Shire Council - Taroom			
Hornet Bank Homestead	Hornet Bank Rd, Taroom		Register of the National Estate (Historic) Indicative Place
Brigalow Invertebrate Site	Leichhardt Hwy, Taroom		Register of the National Estate (Natural) Registered (24/09/2002)
Carraba Environmental Park	Roma Taroom Rd, Taroom		Register of the National Estate (Natural) Indicative Place
Leichhardt Tree	Yaldwyn Street, Taroom		QLD Heritage Register (Historical)
The Glebe Homestead	Taroom - Cracow Road, Taroom		QLD Heritage Register (Historical)
Boggomosses Area No 1	Glebe Weir Rd, Taroom		Register of the National Estate (Natural) Registered (26/10/1999)
<i>(Known Cemeteries and Burial Sites identified in the Planning Scheme)</i>			
Taroom		Lot 1 on C8276	
Wandoan		Lot 133 on FT617	
Downfall Creek		Lot 54 on FT158	
Donohue Family (Private)		Lot 1 on RP880173	
North Burnett Regional Council - Eidsvold Shire			

Site Name	Location	Survey Information	Listing Status
Eidsvold Homestead	Eidsvold Theodore Rd, Eidsvold		Register of the National Estate (Historic) Registered (21/03/1978) National Trust Qld Register
(Known Cemeteries and Burial Sites identified in the Planning Scheme)			
Cemetery - Eidsvold No 1		Lot 142 on E3706	
Cemetery - Eidsvold No 2		Lot 4 on SP130846	
Cemetery - Grosvenor		Lot 44 on C8265	

Table 3.2 *Additional heritage places noted within the Pipeline study area*

Site Name	Location	Survey Information	Source
Places identified in previous studies			
Stock Route	Passes front gate of Durham Downs South West of Taroom.		Origin Energy Historical Assessment of Durham Downs 2005 in Bonhomme Craib and Associates, 2006.
Durham Downs Head Station	Durham Downs, South West of Taroom.		Origin Energy Historical Assessment of Durham Downs 2005 in Bonhomme Craib and Associates
Stockmen's camp (1904-1940)	Box Gully on Slate Hill, Meeleebee Downs.		Origin Energy Historical Assessment of Durham Downs 2005 in Bonhomme Craib and Associates
Echo Hills Swimming Hole	Slatehill Creek, Echo Hills Station		ARCHAEO Cultural Heritage Services, 2005.
Historic Dray Road	Old dray route from Taroom to Roma,		ARCHAEO Cultural Heritage Services, 2005

Site Name	Location	Survey Information	Source
	Echo Hills Station.		
Historic Cattle Ramp	Lighthouse Station, Durham Downs.		ARCHAEO Cultural Heritage Services, 2005
Petrified Wood Tree	Slatehill Creek, Lighthouse Station.		ARCHAEO Cultural Heritage Services, 2005

3.2 THEMATIC HISTORY

3.2.1 *Peopling Places*

The First Inhabitants

For thousands of years prior to European settlement, the area today covered by Banana Shire and North Burnett Regional Council was inhabited by Aboriginal groups. Groups travelled according to the availability of food and the climate, coming together every few years for a festival in the nearby Bunya Mountains which coincided with the harvesting of the Bunya Nut.

Encounters between Indigenous and Non Indigenous Peoples

As outlined at *Section 2.2.1*, early European explorers in the Darling Downs and Fitzroy regions reported encounters with Aboriginal groups during their exploration, but had little contact. Generally there was avoidance between the two groups, but as pastoralism spread further north and occupied greater areas, there were more frequent bouts of conflict.

Under the *Aborigines Protection and Restriction of the Sale of Opium Act* of 1897, the Taroom Aboriginal Reserve was established in 1911 and remained in use until 1927. The Reserve was located 14km east of Taroom on the banks of the Dawson River. By the end of 1915, the population of the Reserve was approaching 300, and the majority of people had been relocated from areas around Taroom, Blackwater and Rolleston to the north, Roma and St George to the south, and the Burnett region to the east (L'Oste -Brown et al 1995: 8-10).

Exploring, Surveying and Mapping the Land

European settlement of the Downs began in 1840, thirteen years after Allan Cunningham was the first European to explore the area. The search for fertile grazing land led to further exploration into the Upper Burnett region by Henry Stuart Russell in 1842, the Fitzroy region by Ludwig Leichhardt in 1844-1845, and the Archer brothers, who in the late 1840s and early 1850s explored the Upper Burnett and Dawson River, discovering and naming the Fitzroy River in 1853.

On 1 October 1844, Leichhardt and his party left Jimbour, the northernmost station on the Darling Downs and explored more than 3,000 square kilometres, naming many new features including the coastal rivers between the Burdekin and the Dawson. It is thought that Leichhardt camped on the southern side of the upper Dawson in November 1844, where Pemberton Hodgson, tracing Leichhardt's track in mid-1845, found three large gum trees blazed with the letter 'L' (EPA QHR Entry#600835).

Pastoralists settled in the district in the 1850s and a permanent Native Police camp was established at Rannes run, east of the Dawson River, in February 1854 after two shepherds were killed and 6,000 sheep were driven off (Perry 2005: 15). An early government surveyor, Clarendon Stewart, was commissioned in September 1860 to survey a patch of scrub for a town reserve south of the police camp near the "Long waterhole."

Although the first settlers came to the Theodore district in the early 1850s taking up sheep and cattle runs, a township was not established until 1922 when legislation was passed for the establishment of a major irrigation project. The township was known as Castle Creek. A design for a model township was approved in 1925, and Castle Creek subsequently became known as the town of Theodore (Banana Shire Council 2006).

Exploiting Natural Resources

Mining has been a significant part of Queensland's history with hundreds of mining fields throughout the State. The first outbreak of gold fever in Central Queensland occurred in 1858 at Canoona, 60 kilometres north of Rockhampton (Wallace 2000). A number of small discoveries of gold were made during the 1860s at Calliope and Eidsvold, and Kroombit-Cania goldfield was proclaimed in February 1871. Mount Rainbow field near Callide was proclaimed in July 1896, Rannes in 1886, and Rawbelle in 1887 (Perry 2005: 156).

The town of Cracow, north east of Taroom and south of Theodore, was the scene of one of Australia's last gold rushes and brought employment and sustenance to many during the 1930s depression. It was also probably one of

the first Australian mining towns where miners and prospectors arrived by aeroplane (McGowan 2002: 97-104).

Gold was discovered near Cracow in the early 1900s, but it was not until early 1931 that a very rich gold bearing quartz load was struck. The population grew rapidly to 40 or 50 men and several families by April and again to 200 men by July.

Many of the unprofitable claims were quickly abandoned, but the Golden Plateau mine continued to expand and acquired adjoining leases. The late 1930s were a high point for the field and the town. By 1938, Cracow had produced 1.3 million pounds, 96% of which had come from Golden Plateau (McGowan 2002: 103). *Figure 3.2* shows the Miner's Camp at Cracow during its boom period of the 1930s.



Figure 3.2 *Miner's Camp, Cracow 1932 (National Gallery of Australia #NGA 83.494)*

Shortages of manpower during World War 2 led to the closure of many local businesses closing and smaller mines. Golden Plateau was left with a skeleton staff as its men were called up for duty (Perry 2005: 109-111). The mine never fully recovered and by 1959 reserves were dwindling. The mine officially closed in 1976, at which time the town had a population of 65 adults and 50 children (McGowan 2002L 104).

Cracow Gold Company moved into the area in 1984 and Cracow Mining Venture also started mining in 1988 but neither were successful.

The town has recently been given a new lease of life with the re-opening of the gold mine in 2005 by Newcrest Mining (Perry 2005: 111). The underground mine currently produces approximately 115,000 ounces per annum from 380,000 tonnes of ore at a grade of 10 g/t and at a cash cost of approximately A\$320 per ounce from high grade epithermal veins. Exploration is ongoing in the hope of future expansion. (AuSelect Limited ND).

An 1887 map of Port Curtis district indicated “*a seam of coal 18ft thick hereabouts*” between Callide and Rainbow Creeks. Nevertheless, it was not until 1890 that coal was struck approximately five kilometres east of the Callide homestead (Perry 2005: 154). Sporadic mining took place for the next few decades, until a test in 1911 found that the coal was unsuitable for steamships and locomotives, and mining declined. Fuel shortages drove renewed interest in the coalfield during World War 2, and mining continued throughout the 1940s and 1950s and into the 1960s. The Thiess Brothers became heavily involved in the minerals and energy boom of the 1970s which was a time of incredible expansion throughout Central Queensland. When Queensland Alumina Limited signed an agreement for 12 million tonnes of Callide coal for its Gladstone Refinery in 1973, a 33 year expansion program was initiated (Perry 2005: 109-111).

Today Callide Mine is Queensland’s leading domestic coal producer providing low sulphur, sub-bituminous thermal coal primarily for domestic power generation. The coalfields cover an area of 176 square kilometres and contain seams up to 26 metres thick (Anglo Coal ND).

Pastoral Activities

The pastoral industry within the Pipeline study area follows the general trend of the Darling Downs with its initial focus on sheep in the nineteenth century and gradual change to cattle as the dominant pastoral activity.

On the Taroom Reserve for example, both sheep and cattle were kept, however after a series of severe droughts sheep grazing was abandoned and interest concentrated on cattle (L’Oste –Brown et al 199: 18-20). As a result of the growing tick problem, a cattle dip was also built on the Reserve between 1921 and 1924 (L’Oste –Brown et al 199: 18-20). *Figure 3.3* shows a bullock team at Taroom settlement c1914.



Figure 3.3 *Bullock Team at Taroom, 1914 (John Oxley Library #107957)*

Agricultural Activities

For many years pastoralism was the dominant primary industry in the region. During the 1860s the only crop to make a substantial headway in the Banana region was cotton after prices soared 500% as a result of the American civil war. Encouraged by the generous government subsidy of four pence a pound, in the early 1860s companies began cultivation on reserves set aside under the 1860 Land Act. Due to shortages of labour, a number of South Sea Islanders were subsequently brought over for labour in the cotton fields (Fitzgerald 1982: 126).

After decades of struggle from the 1890s an agricultural future for Queensland seemed assured, even if its profitability was less certain. Many farmers turned to cooperative farming, and the *Agricultural Lands Purchase Act* of 1894 and the closer settlement legislation of 1906-17 (French 1992: 149) did go some distance towards giving positive encouragement to agriculture.

A small number of agricultural farms opened in the Banana district in the years following the 1902 drought. Closer settlement schemes began operation after 1912 with 14,000 acres near Dundee divided into 87 freehold agricultural farms of 97-369 acres. Most of Calliungal, north west of Biloela, was opened and selected as hundreds of small cotton/dairy farms, and 75,000 acres of Rannes country, north of Banana was also offered as 44 farms. However, many farms were too small, heavily timbered, flood prone or covered in prickly pear to be successful (Perry 2005: 141).

Dry land cotton was the area's first commercial crop post World War 1 and peaked in 1939 with 43,000 acres planted. Post-war as food took precedence over cotton the industry dwindled (Perry 2005: 141). During the 1950s, the

introduction of mechanical harvesting, chemical pest control and an increase in the variety of crops as wheat, sorghum maize and French millet grown led to a resurgence in agriculture.

Managing Water

Managing water resources in the Banana region has always been a challenge. The difficulties were exacerbated by the expanding pastoral and agricultural activities in the district, requiring innovative approaches to be developed.

The Dawson Valley Irrigation Scheme, the first of its kind in Queensland, was initiated when Woolthorpe Holding on Castle Creek was purchased for the first of five proposed zones that would be developed in an elaborate scheme involving damming the Dawson River at Nathan Gorge and the construction of a series of dams and weirs downstream. The government at the time was wary of the proposed scheme, and instead recommended a demonstration farm and village (Perry 2005: 85-86).

This smaller scheme proceeded with river water pumped through canals to individual irrigation blocks of 10-24 acres. Work on the scheme began in early 1923 and in June the following year the Governor, Sir Matthew Nathan, travelled from Brisbane to officially open the irrigation pumps. The Theodore Irrigation Zone opened in late 1926 as 246 irrigated farms with 109 separate dry blocks. However, settlement was slow and within 10 years only 124 selectors remained (Perry 2005: 86).

The Callide Dam was constructed in 1965 to supply water for the nearby power station, and holds a capacity of 136 300 ML of water. The Kroombit Dam was built in 1992 to replenish the groundwater supply to the Callide Irrigation area (Leighton ND: 1).

3.2.3 *Developing Secondary and Tertiary Industries*

Feeding Queenslanders

From the late 1880s, the Queensland government promoted the establishment of dairying in Queensland as a commercial, rather than subsistence, activity. The development of dairying as a staple industry was considered a means of relieving selector poverty and debt, and as encouragement to closer settlement of the land.

In 1895, Queensland produced its first butter surplus. The Port Curtis Dairy Company Ltd was formed at Gladstone in 1904, and the substantial expansion of the company in the 1920s saw the establishment of dairies at Monto, Wowan and Biloela. The Biloela butter factory opened in 1936 to cope with the local supply of cream previously railed to Wowan or Gladstone, and is shown in 1943 at *Figure 3.4*.



Figure 3.4 *Biloela Butter Factory in 1943 (John Oxley Library #24991)*

Primary producer groups saw the need for a local meatworks before World War 2 but no concerted effort was made until 1947 when a committee was formed. It was not until 1956 that the Callide Dawson Cooperative Bacon Association was formed and an abattoir was constructed at Biloela by January 1963 (Perry 2005: 151).

3.2.4 *Working*

Organising Workers and Workplaces

Chinese and South Sea Islanders were brought into the region during the mid-late nineteenth century to help meet labour shortages. Their living conditions were often poor, and such exploitation and political issues led to occasional strikes (Johnston, 1982: 27,170). By 1890, the Shearers' Union boasted tens of thousands of members, and had unionised thousands of shearing shed sheds throughout Queensland. At their annual conference in 1890, the union laid down a new rule, which prohibited members from working with non-union workers and resulted in strikes across the state. The great shearers' strike of 1891 laid the foundations for the labour movement in Australia.

The years 1946-1948 were particularly difficult strike years with railways, meatworks, docks and mines affected (Johnston 1982: 170).

The government based Public Estate Improvement (PEI) scheme, designed to aid development of areas under closer settlement as well as providing employment during the Depression years, set up camps in both Callide and Dawson Valleys in the 1930s. The huge Biloela camp, reportedly housing 300 men, covered the section between Rainbow St and State Farm Road (Perry 2005).

Using Rail

In 1907, the rail route from Chinchilla to Taroom that later became known as the Barakula tramline was first surveyed. Plans for a branch line were signed by the surveyor in 1911. In the same year, a temporary mill was built on the banks of Rocky Creek to cut sleepers for the construction. The 25 mile long line was completed in 1912 and served to transport thousands of sleepers, transoms, girders and telegraph poles as well as people, agricultural produce, parcels and mail.

On 2 February 1915 the railway line was completed between Mount Morgan and Rannes, and in subsequent years was extended through to Biloela in 1925 and the Theodore branch line opened 11 May 1927 (Perry 2005: 80).

A Royal Commission investigating a scheme for the closer settlement of the Upper Burnett and Callide Valley recommended the construction of three railways to link the area to the ports of Gladstone, Rockhampton and Maryborough. The first surveys were conducted between 1918 and 1919 from the North Burnett to Rannes Junction, and in 1922 work began on the Rannes to Monto Railway. The line only made it through the Callide and into Changool before orders to cease work were announced in 1926 (Perry 2005: 80-81).

The discovery of a thick seam of coal in the vicinity of Callide Creek, and the subsequent float of William Spier's English-backed coal mining syndicate in 1899, resulted in a lengthy debate leading to the passing of the Callide Railway Bill by Queensland Parliament in December 1900 (Perry 2005: 79). On payment of the required £5000 deposit, a route from the Callide to Gladstone was surveyed. However, as no work had begun on the railway by 1906, Spier forfeited his money. It would be another 60 years before coal was ferried by train over the range to Gladstone's port. The spur from Dakenda to the Callide Coalfields in 1953 was the first coal specific railway in Queensland.



Figure 3.5 Coal Rail Map of Central Qld (http://www.freight.qr.com.au/freight_services/coal/map/default.asp)

Using Motor Vehicles

In the early 1900s motor vehicles were beginning to be seen more and more on Queensland roads. Whilst the government continued to favour railways, it was not long before bullock and horse teams gave way to cars. The few existing roads were of poor quality, but with no comprehensive national road network plan, it fell on small local government authorities with limited finances to develop the road network. As a result, there was only limited road construction in more populated areas, and little attempt to link population centres (Johnston 1988: 487). One example of such an attempt was the construction of a road to Theodore in 1930 in a joint venture between miners and business people (McGowan 2002: 100). The PEI at Biloela also completed the first seven miles of the Gladstone Road during this period (Perry 2005). Road construction in the Theodore region is shown at *Figure 3.6*.



Figure 3.6 Road construction at Theodore c1930s (Banana Shire Council #ban 00096)

Telecommunications and Postal Services

The intercolonial telegraph line was completed from Sydney to Brisbane in 1861, and the link quickly extended via Dalby to Gladstone with a link to Taroom by 1868 (Johnston 1982: 80).

The delivery of mail was a hit and miss affair in the early days of the settlement. Official mail was shipped to Maryborough, overlanded to Gayndah and carried from there to Gladstone under Native Police escort. Mail for Rannes was then taken via Raglan by horseback until the opening of the dray road allowed their teams to collect it. After the opening of Gladstone and Rockhampton ports the mail was shipped directly by steamer. Dawson Valley mail was dispatched from Gayndah too, but it went via Taroom (Perry 2005: 76).

Contrary to popular belief, the Cobb and Co did not service this area, although the Dawson/Callide coaches did (Perry 2005: 77). In January 1861, tenders were called for the weekly conveyancing of mail by horseback from Gayndah to Rockhampton through Rawbelle, Kooingal, Banana and Westwood. In August 1861, tenders opened for the MS 13 - a fortnightly delivery from Taroom to Rockhampton via Cockatoo, Cracow, Camboon, Walloon, Kianga, Banana, Rannes, Calliungal and Westwood. Further routes and services followed and by the 1870s, it only took three days for the mail to pass through the Banana region (Perry 2005: 77). By the 1880s a weekly horse run was operating from Gladstone to Callide, Kroombit and O'Reilly's areas. The horse run continued until the 1920s when motorised services began to take over (Perry 2005: 78).

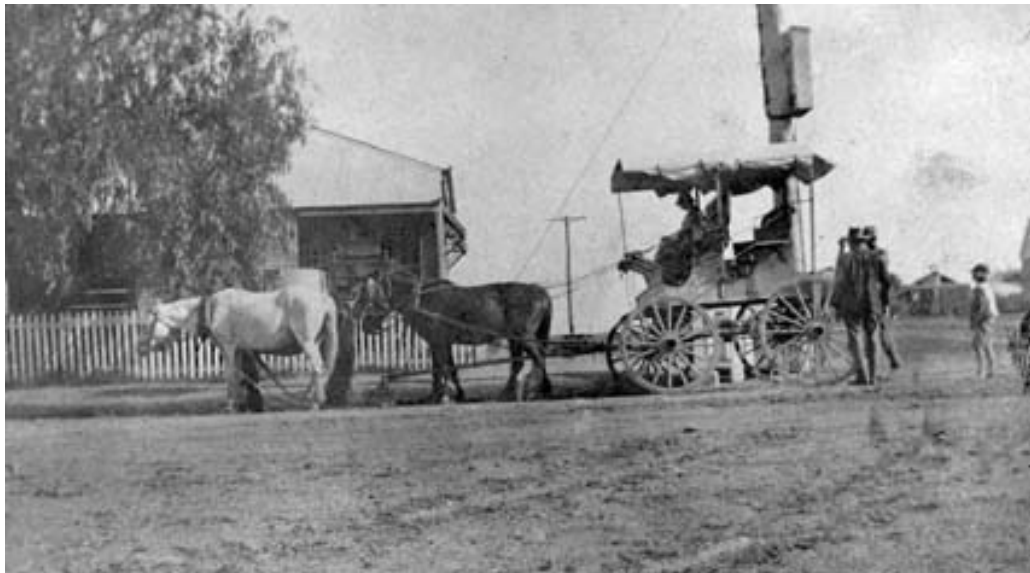


Figure 3.7 *Mail coach from Jundah to Taroom outside the Taroom Post Office in 1921 (National Archives Australia #J2879, QTH163)*

Motorcar mail and passenger services ran between Gladstone and the valleys/hinterland during the 1930s until the government revoked the licence at the outbreak of World War 2. In order to protect its own rail service, the government did not reissue the license post war, even though there was no rail service from Gladstone to the valleys. It took the combined persistence of the Biloela Progress Association and Gladstone's Development League for a new passenger and mail service to finally open in October 1947 (McGowan 2002: 102).

3.2.6 *Building Settlements, Towns, Cities and Dwellings*

Establishing Settlements

The establishment of towns and settlements throughout the Darling Downs and Fitzroy regions followed the pattern of pastoral expansion leading to agriculture and then closer settlement. A number of towns such as Cracow and Biloela owe their establishment to the mining industry and/or the introduction of the railway. In the Callide Valley, the ordered pattern of urban development began with the introduction of closer settlement and subsequently followed the railway line. On the other hand, settlement in the Dawson Valley, the first area to be settled, appears to have been more varied. Some towns developed around the mining industry, while others began simply as service centres for rural communities. Most such service centres, with the notable exceptions of Banana and Cracow, are also located along the railway line.

Since the establishment of Rockhampton in 1858, and the Canoona gold rush that same year, the lagoon on Banana run was a regular campsite for travellers on the busy road from the south. Local legends say gold was found at Banana

where a town sprang up, and an enterprising teamster opened a trading post when, unable to repair his damaged wagon that had conveniently come to rest on the lagoon, set up camp and sold his load. Governor Bowen approved the township of Banana on 5 June 1861, and six weeks later 30 allotments were offered for sale at Rockhampton police station (Perry 2005: 45). Banana was gazetted as a town in 1924, and by 1864, the population of Banana was 519 (Perry 2005: 45).

Initially, the township was well serviced and thrived, but by the early 1880s, official buildings such as the lock-up and telegraph office were suffering badly from termite infestation and disrepair (Perry 2005: 47-48). At the turn of the twentieth century, Banana had become a busy little town with public buildings in good condition after a decade of refurbishments. It was still the main stopover for bullock teams and coach and mail runs from Rockhampton to Taroom, and from the west to Gladstone. By 1902, the adult population was 110, along with 35 students recorded as attending school.

The Closer Settlement Schemes of the early twentieth century had a negative impact on the town of Banana as the newly established railway bypassed the town. The population had fallen to just 36 people by 1930, and in 1953 the recorded population was only nine (Perry 2005: 50-51). The development of the Moura coalfield in the 1960s saw a minor resurgence of the town.

Theodore, on the junction of the Dawson River and Castle Creek is unique for several reasons. Originally named Castle Creek, Theodore was established as the administration centre for the Dawson Irrigation Commission. It was promoted as the nation's "first model garden town," said to have been designed by Walter Burley Griffin in the early 1920s during the same period of his career when his design for Canberra was being refined and implemented (Banana Shire Council 2006). *Figure 3.8* shows the palm lined boulevard in the centre of Theodore in the 1930s.



Figure 3.8 *Theodore c1930s (Banana Shire Council # ban 00094)*

Theodore was the Shire's first town to have urban conveniences such as its own power station and electricity, a water supply and beautification program that provided employment for five gardeners (Perry 20005: 102). The town's contemporary layout featured spacious gardens with palm and shade tree-lined avenues and a boulevard as the main thoroughfare. On commissioner Partridge's recommendation, the township was renamed Theodore on 1 December 1926 in recognition of the former Premier, Mr EG "Red Ted" Theodore. The Theodore branch line opened the following year on 11 May 1927 (Perry 2005: 104).

The town of Biloela was also established in the 1920s. In January 1924 the site of the original Prairie homestead was surveyed seven months before the railway reached the town. The town was gazetted in 1924, and in the 1960s Biloela transitioned from being an administration centre and commercial hub of the shire to country town to the nucleus of the State's fastest growing region (Perry 2005: 102).

Settled in 1931 following discovery of a large gold deposit, the population of Cracow expanded so rapidly that by 1932 the population was between 2,000 and 3,000, and businesses included 17 stores, 5 bakers, 2 butchers, 8 fruiterers, 1 stockbroker, 2 laundries, 1 machine house, 2 cordial factories, 3 drapers, 2 chemists, 2 picture shows, 5 plumbers, 3 tailors, 2 blacksmiths, 2 newsagents, 3 billiard rooms, 5 garages, 8 barbers, 3 sawmills, 1 brickworks, a sanitary service and a chamber of commerce (McGowan 2002: 101). In the late twentieth century the population was down to single figures and Cracow was known as a 'ghost town.' However, a recent resurgence in gold mining has resulted in another resurgence of Cracow.

3.2.7

Maintaining Order

Policing and Maintaining Law and Order

The establishment of the Native Police camp at Rannes Run in 1854 led to the establishment of the town of Banana in this location. By the mid 1860s the Aboriginal population of the area had dramatically declined, and there was less conflict occurring in the region, which would warrant the help of the Native Police, and so the detachment moved out. In 1861, the construction of a six-roomed slab cottage was called for, half to be used as a temporary lockup and courthouse until the gaol could be constructed, and this cottage opened in 1864 (Perry 2005: 46).

The discovery of gold in the area also resulted in an increase in crime, for example in 1936 a mailman was robbed at gunpoint while transferring the Golden Plateau Mine payroll from Eidsvold (Perry 2005: 109).

Defending the Country

During World War 2, there was much military traffic through the northern part of the Darling Downs region as the road through Kogan was the main route through to Darwin. A camp for the Australian Women's Army was established at Biloela. During the years 1943-1945, women who were based at the camp worked on farms in the surrounding area picking cotton. *Figure 3.9* shows the camp area c1943, with many of the huts covered with tarpaulins to stop their roofs leaking.

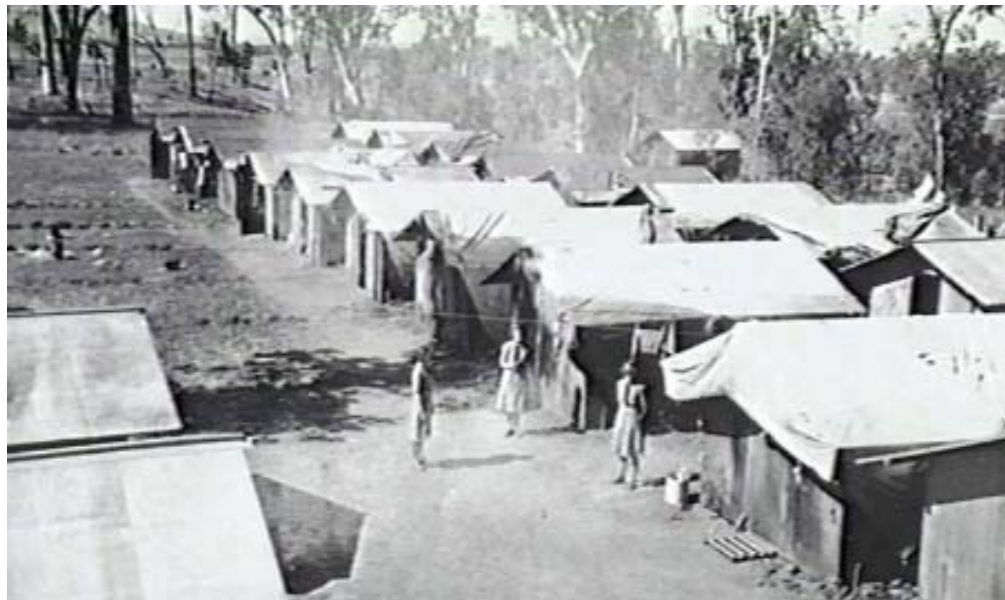


Figure 3.9 *Australian Women's Land Army at Biloela c1943 (AWM P01624.006)*

3.2.8

Educating Queenslanders

Primary Schooling

As outlined in *Section 2.2.8*, State schools were not established in Queensland until legislation was passed in 1860 (Johnston 1988: 439).

In 1870 the Police Magistrate at Banana approached the Education Board requesting a Provisional School for 30 pupils, and, following the opening in September 1871, 18 children attended. The large allotment adjoining the hospital was gazetted as a reserve and a schoolhouse was built on the site. Banana National School No 5 was finally ready for the first term in 1874 (Perry 2005: 45).

The first provisional school at Prairie Homestead near Callide Street was opened on 15 June, 1925. There were twenty- seven students in attendance from the first day and after years of lobbying, a disused school building was moved to Biloela, and reopened as Biloela State School on 18 June, 1928 with 55 pupils (Education Queensland 2007). In the 1930s extensions were necessary due to the rapid increase in population at Biloela.

3.2.9

Providing Health and Welfare Services

Health Services

By 1884 the population of Banana had risen to 519, and medical attention in the region became a priority. By May 1866 more than three acres had been set aside for a hospital site. While the hospital was being constructed the old gaol was used as alternative accommodation (Perry 2005: 46). A hospital was established on Taroom Reserve by 1915 (L'Oste 1995). At Biloela a four bed cottage hospital with a separate two bed maternity section opened in July 1931 (Perry 2005: 121). The population boom in Cracow saw the establishment of a 14 bed hospital by 1937 (Perry 2005: 109), while at Theodore the first hospital was not built until 1961, as previously doctors visited regularly from Baralaba and Cracow. The first hospital burnt down and another one was constructed in 1976 (Perry 2005: 107).

The LNG plant study area is on Curtis Island in the Fitzroy Region (see *Figure 4.1*). This region is made up of the Gladstone Regional Council area, and the islands of Port Curtis, adjacent to the Great Barrier Reef World Heritage Area.



Figure 4.1 LNG Plant Study Area

4.1 SEARCHES

The following tables provide the results of heritage searches for Gladstone Regional Council (including Gladstone City and Calliope Planning Schemes), and the National Shipwrecks database.

An additional table provides a list of known historic heritage places identified in previous studies within this region.

Table 4.1 Search results within the Plant study area

Site Name	Location	Survey Information	Listing Status
Gladstone Regional Council - Gladstone City			
Gladstone Central State School, Block B	94 Auckland Street, Gladstone	Lot 1 on CP801455	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Civic Theatre	165 Goondoon Street, Gladstone	Lot 2 on RP608130	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Fig Tree	15 Roseberry Street, Gladstone	Lot 10 on G14256	QLD Heritage Register (Permanent) Gladstone City Planning Scheme National Trust Qld Register
Former Commonwealth Bank	114 Goondoon Street, Gladstone	Lot 1 on RP604170	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Former Gladstone Post Office	33 Goondoon Street, Gladstone	Lot 4 on RP616896	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Former Port Curtis Co-operative Dairy Association Ltd Factory	6 Short Street, Gladstone	Lot 33 on G1464 and Lot 92 on CTN532	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Friend Park and Graves	Friend Street, Gladstone	Lot 77 on G147	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Gladstone Court House	16 Yaroon Street, Gladstone	Lot 121 on SP132856	QLD Heritage Register (Permanent) Gladstone City Planning Scheme

Site Name	Location	Survey Information	Listing Status
Gladstone Regional Art Gallery and Museum	146 Goondoon Street, Gladstone	Lot 3 on RP840850	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Kullaroo House	40 Goondoon Street, Gladstone	Lot 4 on RP906141	QLD Heritage Register (Permanent) Gladstone City Planning Scheme
Our Lady Star of the Sea Church & School	161-3 Goondoon Street, Gladstone	Lot 9 & 10 on G14186	QLD Heritage Register (Permanent) National Trust Qld Register
Balaclava Island and the Narrows	Curtis Island		Register of the National Estate (Natural) Registered (26/10/1999)
Cape Capricorn Lighthouse	Curtis Island		Register of the National Estate (Historic) Registered (22/06/1993)
Curtis Island (part)	Curtis Island		Register of the National Estate (Natural) Registered (22/06/1993)
Garden Island Environmental Park	Curtis Island		Register of the National Estate (Natural) Registered (21/10/1980)
Cliff Date Tree	Gladstone		National Trust Qld Register

Site Name	Location	Survey Information	Listing Status
Gladstone Regional Council - Calliope Shire			
St Luke's Anglican Church	81 Boyne Island Road, Boyne Island	L1 RP602995 Parish South Trees, County Clinton	QLD Heritage Register (Permanent) Calliope Planning Scheme National Trust Qld Register
Glengarry Homestead	Gladstone-Monto Road, Gladstone	L1 RP601727 & L1 SP147863 Parish Wietalabe, County Clinton	QLD Heritage Register (Permanent) Calliope Planning Scheme National Trust Qld Register
Langmorn Homestead	Langmorn Station Road, Raglan	L4 RP618086 Parish Raglan, County Deas Thompson	QLD Heritage Register (Permanent) Calliope Planning Scheme National Trust Qld Register
Parson's Inn	Raglan Station Road, Raglan	L1 RP602224 Parish Langmorn, County Deas Thompson	QLD Heritage Register (Permanent) Calliope Planning Scheme National Trust Qld Register
Raglan Homestead & Slab Hut	Raglan Station Road, Bracewell	L804 DT407 Parish Langmorn, County Deas Thompson	QLD Heritage Register (Permanent) Calliope Planning Scheme National Trust Qld Register
Cape Capricorn Lightstation	North Eastern tip of Curtis Island	L524 NPW656 & L128 NPW655 Parish Monte Cristo	QLD Heritage Register (Permanent) Calliope Planning Scheme
William Wyndhams Gravesite & Remnant	Boyne Island	Pt L4 SP144771 & L63 CTN1787,	QLD Heritage Register

Site Name	Location	Survey Information	Listing Status
Orchard Trees		Parish South Trees	(Permanent) Calliope Planning Scheme
Soldier Settler House	Gladstone-Monto Road, Ubobo	L115 CTN455 Parish Milton, County Clinton	QLD Heritage Register (Permanent) Calliope Planning Scheme
Glassford Creek Copper Smelters	Off May Peaks Road	LA CP893693 L353 FTY1787 Parish Dawes, County Clinton	QLD Heritage Register (Permanent) Calliope Planning Scheme
Norton Goldfield	Norton Road, Nagoorin	L50 CTN1854, Parish Pemberton	QLD Heritage Register (Permanent) Calliope Planning Scheme
Mango Trees	17 Alkina Crescent Boyne Island		National Trust Qld Register
Many Peaks State School (former)	5 Wentworth Street Many Peaks		National Trust Qld Register

Table 4.1 Search results of shipwrecks in the Gladstone region

Shipwrecks in Port Curtis Region			
Name / Type	Where/Year Wrecked	Protected	Status
Una / Motor Vessel	Curtis Island (1956)	Protected	Burnt
Albion / -	Gladstone (1978)	Not Protected	-
Cerberus, HMAS / Schooner	Off Gladstone (1943)	Protected	Wrecked
Eliza / -	Between Gladstone and Mackay (1868)	Unknown	-
Lombard / Barque	Between Gladstone and Indian Head (1867)	Protected	Wrecked
Myee / -	Gladstone (1915)	Unknown	-

Prince Regent / Barque	South Trees Point/Gladstone (GBR) (1869)	Protected	-
Sarah Cooper / Schooner	Off Gladstone (GBR) (1881)	Protected	-
Zodiac / Barque	Seal Rock Point (near Gladstone) (1890)	Unknown	Wrecked

Table 4.2 *Additional heritage places noted in Plant study area*

Site Name	Location	Survey Information	Source
Additional places identified in previous studies			
Former Mount Larcom Homestead	Mount Larcom	Lot 2 on SP147877	Connell Hatch, 2008 p14-4
Massacre Site	Mount Larcom Homestead	Lot 2 on SP147877	Connell Hatch, 2008 p14-4
Euroa Homestead and Associated Infrastructure	Euroa Homestead, Aldoga	Lot 200 on SP116496	Connell Hatch, 2008 p14-5
Hay barn	Adjacent Bruce Highway Mount Larcom	Lot 29 on RP894241	Connell Hatch, 2008 p14-5
Milking Yards	Mount Larcom	Lot 1 on Sp147877	Connell Hatch, 2008 p14-5
Customs House	Gladstone		Allom Lovell Gladstone Cultural Heritage Study, 1999
Red Cross Hall	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
Remnant of Public Reserve at the Quay	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
O'Connell Wharf and stone pitched harbour wall	Gladstone harbour		Allom Lovell Gladstone Cultural Heritage Study
The relationship of Gladstone to its harbour	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
Auckland Hill B&B			Allom Lovell Gladstone Cultural Heritage Study

Site Name	Location	Survey Information	Source
Cotton ginnery (remnants)	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
Gladstone Club	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
House	Oaka Land and Roseberry St		Allom Lovell Gladstone Cultural Heritage Study
Causeway at Police Creek	Police Creek		Allom Lovell Gladstone Cultural Heritage Study
Waterhole at Police Creek	Police Creek		Allom Lovell Gladstone Cultural Heritage Study
Aboriginal Settlement	Police Creek		Allom Lovell Gladstone Cultural Heritage Study
Remnant of Railway Dam	Reg Tanna Park		Allom Lovell Gladstone Cultural Heritage Study
Reservoir	Ferris Hill		Allom Lovell Gladstone Cultural Heritage Study
Potters Place			Allom Lovell Gladstone Cultural Heritage Study
Old Dalgety's Building			Allom Lovell Gladstone Cultural Heritage Study
Old Central State School		Lot 1 on Plan CP801455	Allom Lovell Gladstone Cultural Heritage Study
Railway Goods Shed			Allom Lovell Gladstone Cultural Heritage Study
South Gladstone State School			Allom Lovell Gladstone Cultural Heritage Study
Auckland Point Jetty			Allom Lovell Gladstone Cultural Heritage Study
Gladstone Cemetery			Allom Lovell Gladstone Cultural Heritage Study
Former Market Garden site	Cum Way Park		Allom Lovell Gladstone Cultural Heritage Study
Orion Café- Mike's Curtains			Allom Lovell Gladstone Cultural Heritage Study
Embassy Café-Radio Rentals			Allom Lovell Gladstone Cultural Heritage Study

Site Name	Location	Survey Information	Source
Paramount Café-	56 Goondoon Street		Allom Lovell Gladstone Cultural Heritage Study
California Grill-DS Kebabs			Allom Lovell Gladstone Cultural Heritage Study
Remnant of valley containing Niagara café and the site of the railway station.			Allom Lovell Gladstone Cultural Heritage Study
Happy Valley	Reg Tanna Park		Allom Lovell Gladstone Cultural Heritage Study
Gladstone Esplanade			Allom Lovell Gladstone Cultural Heritage Study
Black Ridge			Allom Lovell Gladstone Cultural Heritage Study
Eddie Sam's Building			Allom Lovell Gladstone Cultural Heritage Study
Billy Keen's Shop	191 or 201 Auckland Street		Allom Lovell Gladstone Cultural Heritage Study
Hospital Shop			Allom Lovell Gladstone Cultural Heritage Study
Diete's Shop			Allom Lovell Gladstone Cultural Heritage Study
Manganese mine shaft	Auckland Street		Allom Lovell Gladstone Cultural Heritage Study
Mounter brothers manganese mine shaft	One Tree Hill		Allom Lovell Gladstone Cultural Heritage Study
Chinese Gold Diggings	Briffney Creek		Allom Lovell Gladstone Cultural Heritage Study
Barney Point Grave Sites	Barney Point	Lot 2 RP604601	Allom Lovell Gladstone Cultural Heritage Study
Site of Government Residency	Barney Point		Allom Lovell Gladstone Cultural Heritage Study
Old piles	O'Connell wharf		Allom Lovell Gladstone Cultural Heritage Study
Central wharf			Allom Lovell Gladstone Cultural Heritage Study

Site Name	Location	Survey Information	Source
Original beam stands	Showgrounds		Allom Lovell Gladstone Cultural Heritage Study
Residences for meatworkers	Parsons Point		Allom Lovell Gladstone Cultural Heritage Study
Stone walls	Parsons Point		Allom Lovell Gladstone Cultural Heritage Study
Parsons Point settlement remnants	Parsons Point		Allom Lovell Gladstone Cultural Heritage Study
Swimming Pool enclosure (posts)	Parsons Point		Allom Lovell Gladstone Cultural Heritage Study
19 th and early 20 th century houses			Allom Lovell Gladstone Cultural Heritage Study
Gateway	Central Park		Allom Lovell Gladstone Cultural Heritage Study
RSL (early town hall and council chambers)			Allom Lovell Gladstone Cultural Heritage Study
Gladstone Harbour Board	Flinders Parade		Allom Lovell Gladstone Cultural Heritage Study
Calliope Shire Chamber	Central and Yarroon Street		Allom Lovell Gladstone Cultural Heritage Study
Wrought iron fence	Yarroon Street		Allom Lovell Gladstone Cultural Heritage Study
Lightkeeper's cottage	Endeavour Street, Gatcombe Head		Allom Lovell Gladstone Cultural Heritage Study
White Russian settlement	Targinnie		Allom Lovell Gladstone Cultural Heritage Study
James Friend's Residence	Targinnie		Allom Lovell Gladstone Cultural Heritage Study
Reservoir Hill			Allom Lovell Gladstone Cultural Heritage Study
Tondon Gardens and original dam site			Allom Lovell Gladstone Cultural Heritage Study
Former residence of Patrick Breslin	Kent and George Streets		Allom Lovell Gladstone Cultural Heritage Study
McCrae Residence	Roseberry Street		Allom Lovell Gladstone Cultural Heritage Study

Site Name	Location	Survey Information	Source
Golding Residence			Allom Lovell Gladstone Cultural Heritage Study
Tudman's House	William Street		Allom Lovell Gladstone Cultural Heritage Study
Clinton Hotel site	Briffney Creek		Allom Lovell Gladstone Cultural Heritage Study
Barney Point salt pan	Barney Point		Allom Lovell Gladstone Cultural Heritage Study
Barney Point Golf Course	Barney Point		Allom Lovell Gladstone Cultural Heritage Study
WW2 oil storage tanks	Coney Island		Allom Lovell Gladstone Cultural Heritage Study
1940s Radar station	Goondoon Street		Allom Lovell Gladstone Cultural Heritage Study
Air raid shelter	Opposite shire office		Allom Lovell Gladstone Cultural Heritage Study
Street patterning and subdivision	Gladstone		Allom Lovell Gladstone Cultural Heritage Study
1930s shops	Goondoon Street		Allom Lovell Gladstone Cultural Heritage Study
Nurse's Quarter's	Hospital Grounds	Part of Lot 91 on CTN1875	Allom Lovell Gladstone Cultural Heritage Study
Wheat silos	Reclaimed land at the port		Allom Lovell Gladstone Cultural Heritage Study
Old Alumina Refinery			Allom Lovell Gladstone Cultural Heritage Study
Gladstone Power Station and Chimneys			Allom Lovell Gladstone Cultural Heritage Study
Power transmission towers			Allom Lovell Gladstone Cultural Heritage Study
Port Curtis Yacht Club			Allom Lovell Gladstone Cultural Heritage Study
Housing Commission Houses	Barney Point		Allom Lovell Gladstone Cultural Heritage Study
Marina	Auckland Creek		Allom Lovell Gladstone Cultural Heritage Study

Site Name	Location	Survey Information	Source
Skating Area	Barney Point		Allom Lovell Gladstone Cultural Heritage Study
Presbyterian Church			Allom Lovell Gladstone Cultural Heritage Study
1950s and 60s shops	Goondoon Street		Allom Lovell Gladstone Cultural Heritage Study
Caravan Park remnants	Site of Yaralla Hostel		Allom Lovell Gladstone Cultural Heritage Study
Besser block housing units			Allom Lovell Gladstone Cultural Heritage Study
Drive-In Theatre			Allom Lovell Gladstone Cultural Heritage Study
New Court House			Allom Lovell Gladstone Cultural Heritage Study
Reclaimed land and natural coastline			Allom Lovell Gladstone Cultural Heritage Study
Visual dominance of industrial icons			Allom Lovell Gladstone Cultural Heritage Study
One Tree Hill			Allom Lovell Gladstone Cultural Heritage Study
The statue of Gladstone			Allom Lovell Gladstone Cultural Heritage Study
Lady Nelson Park			Allom Lovell Gladstone Cultural Heritage Study
Views down Goondoon Street			Allom Lovell Gladstone Cultural Heritage Study
The Grand Hotel (reconstruction)			Allom Lovell Gladstone Cultural Heritage Study
Protector	Gladstone (1943)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003
Sea Belle	Gladstone (1847)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003
Gil Blas	Baffle Creek Bar, Gladstone (1865)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003

Site Name	Location	Survey Information	Source
Glanworth	Gladstone (Facing Island) (1896)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003
Duke of York	Gladstone (Port Curtis) (1837)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003
Jenny Lind Schooner	Gladstone (Sail Rock) (1850)		Wreckollections, Ships and Shipwrecks in Qld Waters, 2003

4.2 THEMATIC HISTORY

4.2.1 *Peopling Places*

The First Inhabitants

Archaeological evidence of the Curtis Coast indicates that Aboriginal occupation of the area has occurred for thousands of years (Ulm and Lilley 2006). Local groups of the Gladstone region include the Gooreng Gooreng, Bailai and Toolooa (Blake 2005a: 11). The Aboriginal groups in this region were generally nomadic, although a permanent camp on Raggote Creek was noted by the first Europeans (Boyne Valley Community Discovery Centre 2005). Although the groups travelled in search of food according to the climate and seasonal conditions, they nevertheless had a strong sense of territory. People from another Aboriginal group who entered their territory were trespassing and could expect a hostile reaction (Petersen 1976).

Encounters between Indigenous and Non Indigenous Peoples

Captain Cook encountered Aboriginal people when sailing up the Queensland coast and wrote: *“From what I have said of the natives of New Holland they may appear to some to be the most wretched People Upon Earth; but in reality they are far more happier than we Europeans, being wholly unacquainted not only with the Superfluous, but with the necessary Conveniences so much sought after in Europe; they are happy in not knowing the use of them. They live in a Tranquillity which is not disturbed by the Inequality of Condition. The earth and Sea of their own accord furnish them with all things necessary for life. They covet not Magnificent Houses, Household stuff etc, they live in a Warm and fine climate, and enjoy every wholesome air, so that they have very little need of clothing; and this they seem to be fully sensible of, for many to whom we gave cloth etc, left it carelessly upon the sea beach and in the woods, as a thing they had no manner of use for; in short, they seemed to set no value*

upon anything we gave them, nor would they ever part with anything of their own for any other article we could offer them. This, in my opinion, argues that they think themselves provided with all the necessaries of life, and they have no superfluities (Wharton 323: 1893)."

When Matthew Flinders explored the region in 1802, local groups showered the Europeans with rocks and proceeded to observe them for a fortnight prior to making any contact (Boyne Valley Community Discovery Centre 2005).

The permanent presence of Europeans led to conflict with Indigenous groups. In early 1854, following attack on a nearby surveyor's camp, native police pursued and killed 23 Aborigines. Attacks continued, and when in 1855 five employees on Mount Larcom Station were killed over Christmas, native police killed 11 and wounded three Aboriginal men (Blake 2005a: 10). In 1858, three more employees of a nearby station were killed and Native Police successfully tracked five men, although others escaped to Curtis Island (Blake 2005a: 11).

Due to a combination of violence and disease, the population of the Toolooa group dwindled from about 700 in 1854 to 43 by 1882. Over the same period, the Byelee were reduced from 300 to 32 (Boyne Valley Community Discovery Centre 2005)

As a result of the 1897 Aborigines Protection Act, many of the Gooreng Gooreng were living in a camp south of Gladstone at Miriam Vale by 1898, with many more at Police Creek. Some people were also relocated to Government settlements at Cherbourg and Woorabinda (Blake 2005a: 11).

4.2.2 *Exploiting, Utilising and Transforming the Land*

Exploring, Surveying and Mapping the Land

The first European to explore the Port Curtis area was Captain Cook. He travelled the eastern coast in 1770, naming Bustard Head south of present day Gladstone. There is no substantiated evidence to support European exploration of the district before this time, although there is a local story of a Spanish vessel on the sand at Settlement Point and the date 1606 is carved in rock at Auckland Point (Golding 1966: 21),

During Matthew Flinders' 1802 exploration of the east coast of Queensland, his party landed on the northern end of Facing Island and named the harbour Port Curtis after Sir Roger Curtis (Golding 1966: 21). Flinders also named the southern headland of Facing Island 'Gatcombe Head' after the Curtis family home in England. Flinders spent 12 days exploring Port Curtis in 1802, and in his journal reported: *"The northern entrance to Port Curtis is accessible only to boats; but ships of any size may enter the port by the southern opening. I can not venture to give any other sailing directions for going up this port, than to run cautiously, with a boat ahead and the plan upon the binnacle. Both the bottom and shoals are usually a mixture of sand, with mud where the tides run strong, the ground*

is in general rocky." View Hill, on the southeast of Curtis Island stands 123 m high and was used by Flinders in 1802 as an observation point to view Port Curtis Harbour (McDonald 2001: 44).

Sir Thomas Brisbane instructed Oxley to examine the potential of Port Curtis as a site of another penal colony in 1823. Oxley and Alan Cunningham spent sixteen days exploring the Port Curtis region, the river and part of the hinterland, naming features such as the Boyne River. Oxley decided that the poor quality of the soil and lack of timber meant settlement in the area would be difficult (Golding 1966: 28) and made an unfavourable report. Consequently the area was left unsettled by Europeans for a number of years.

In 1838 Lord John Russell received a recommendation that a new colony should be founded on the New South Wales Coast north of Moreton Bay. The superintendent of the proposed new colony, Colonel George Barney, arrived in Sydney in September 1846 and sailed north in the *Cornubia* to locate the most suitable site for settlement. He selected Port Curtis, noting secure anchorage, large quantities of excellent timber, a good position for wharves, reasonable drainage, and the availability of earth suitable for brick-making. Lime could easily be obtained from the considerable quantity of shells littered about the area, and in Barney's estimation there was land fit for agriculture nearby.

Barney returned to Sydney and departed for the new colony with the initial settlers on 8 January 1847. Seventeen days later the first settlers, including some 200 convicts, reached Port Curtis. However, on attempting to enter the harbour, they ran aground on an island not far off-shore. The settlers remained on Facing Island for the very short duration of the colony's life. The colony was officially founded on 20 January 1847 but by 27 April the colony was recalled (Hogan 1897: 51). A vessel arrived at Port Curtis to return the party to Sydney. *Figure 4.1* is a sketch of the camp at Port Curtis made by Barney in 1847.



Figure 4.1 *Sketch of the Camp at Port Curtis in 1847 (State Library of NSW #a928305)*

John MacGillivray, a naturalist on board HMS Rattlesnake, which visited Port Curtis in November 1847, described the aftermath of the settlement: *“it is difficult to conceive a more dreary spot... A few piles of bricks, the site of the tents, some posts indicating the remains of a provisional ‘Government House,’ wheel ruts in the hardened clay, the stumps of felled trees, together with a goodly store of empty bottles strewed about everywhere, remained as characteristics of the first stage of Australian colonisation”* (Fitzgerald 1982: 93-95).

Unlike most Queensland ports, Gladstone was established prior to the expansion of pastoral settlement in the hinterland (McDonald 1988). In April 1853 the Governor of New South Wales, Sir Charles Augustus Fitzroy, announced the intention of establishing a township at Port Curtis, and in May that year surveyor Francis MacCabe was instructed to undertake a survey for the town of Gladstone (Blake 2005a: 10). The township of Gladstone was established by the New South Wales Government in 1853.

At this time, the leading pioneer pastoralist in the Boyne Valley was William Henry Walsh. He arrived in 1853 and held several huge runs which together comprised most of the Valley. The head pastoral station in the region was Milton, applied for in 1856. In 1868 the first official land survey of the Boyne Valley region was undertaken and at the time the Milton Run occupied 659 square miles of the Boyne Valley region (Boyne Valley Community Discovery Centre 2005).

Exploiting Natural Resources

In December 1853, shortly after the new settlement of Gladstone had been established, the government geologist, Professor Sutchbury discovered the first alluvial gold in the Calliope area. Little activity resulted, probably because only very little gold was found and there was a shortage of manpower in the region.

In the following year, the Governor Sir Charles Fitzroy made several excursions inland from Gladstone and found colours in the banks of the

Calliope River. He was so impressed that he advised the Government Resident, Captain Maurice O'Connell to encourage prospecting.

By 1862 mining was in full swing at the Calliope field, and in March the following year Calliope was gazetted as a goldfield – the first in the State of Queensland (Kelly 1973: 1-1). The diggings appear to have reached their peak by 1864 when 800 men were working on the field. By 1885, the alluvial gold was largely worked out and the number of miners dwindled to about 20. Very little reef mining was done and smelting was never introduced (Kelly 1978: 1-2).

George Williams and Charles Lett discovered gold on the Milton (Norton) Goldfield in 1871. Proclaimed on 12 May 1879, the field comprised 107.6 square kilometres and extended west from the Many Peaks Range to the Boyne River. The field was located approximately 35 kilometres south of Calliope and is said to have been named after Albert Norton, a member of the first Calliope Divisional Board. No information appears to be available on the goldfield until 1878 - 1879 when it was reported that there were 60 miners and two three-head stamper batteries in operation on the field (EPA QHR Entry #602491).

In years 1874, 1875 and 1889 gold exports exceeded wool exports in Australia, peaking in 1875 and 1889 (Johnston 1982: 129-144). Further discoveries were made at Many Peaks and Glassford Creek in the late 1890s which led to the development of the Gladstone-Many Peaks railway line officially opening in 1910 (Boyne Valley Community Discovery Centre 2005).

Gold was also discovered at Targinnie in 1900 and although modest, was exploited until 1917 and resulted in the establishment of the Targinnie township (Blake 2005a: 25-31). *Figure 4.2* shows mine workings at Targinnie c1905.

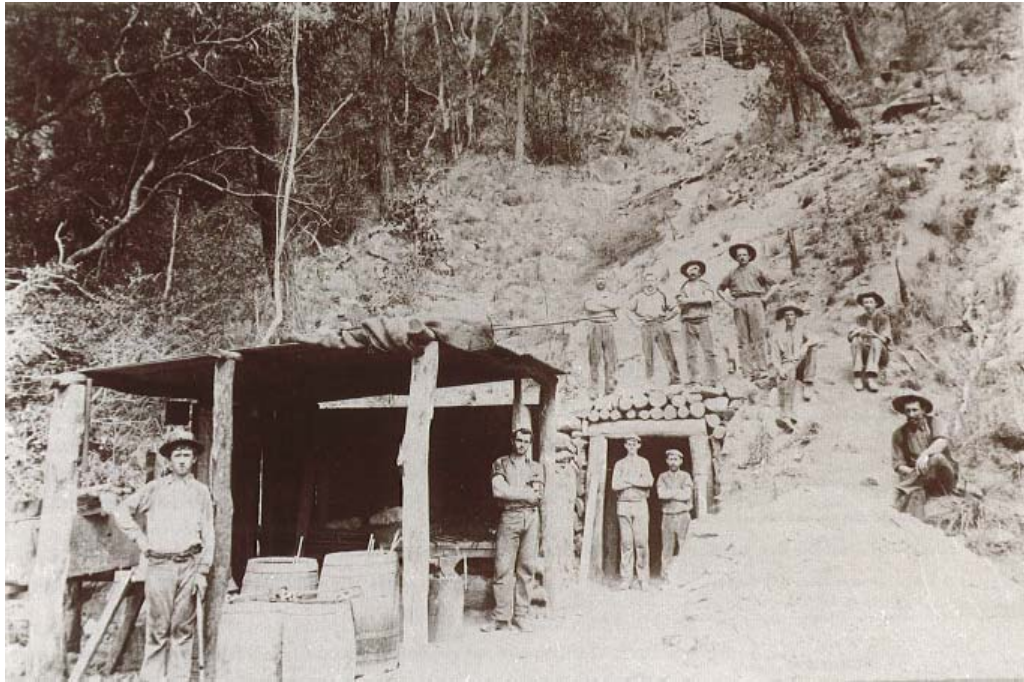


Figure 4.2 *Targinnie Mine Workings c1905 (Blake 2005a: 31)*

Manganese deposits were discovered in various locations in the Gladstone region in the late 1890s. Oil shale was also discovered in the late nineteenth century during dredging of the Narrows, and three old prospecting leases were marked out by the Government Geologist in 1914 (Blake 2005a: 36). These were further investigated during World War 2 during fuel shortages when it was estimated that there were 630 million tonnes of oil shale in the location (Blake 2005a: 38). Mining of these deposits has commenced in recent years, although with limited success. Nevertheless, mining remains a mainstay of the Gladstone region economy today.

Pastoral Activities

Since 1840, when the Leslie brothers arrived on the Darling Downs and established the first pastoral station at Canning Downs, pastoralists had been progressively moving west and north in search of suitable land. By the late 1840s several pastoralists had ventured as far as the Bundaberg region, and by the early 1850s were seeking land in the Gladstone district. Rosedale Station was occupied by the early 1850s and other runs established included Mount Larcom, Larcom Vale, Calliope, Carrara, Boyne Island, Munduran and Targinnie (Blake 2005a: 13).

Land was divided into pastoral districts, each controlled by a lands commissioner (Fitzgerald 1992: 133-134), and the Gladstone and Calliope area became known as the Port Curtis District on 10 January 1854 (Golding 1966: 44). In September 1855, there were only three licensed squatters to use the Port of Gladstone to ship their wool – Leith Hays of Rannes, Archers of Gracemere and Connor from the Fitzroy (McDonald 1988: 270). By the 1860s pastoral leases had been taken out over most of the region (Blake 2005b: 61).

European settlement of the Boyne Valley occurred in waves with the initial settlement by pastoralists lead by William Henry Walsh, who claimed the Milton Run in July 1853 and added the Radley and Weitalaba Runs in 1876 (Boyne Valley Community Discovery Centre 2005).

Pastoral settlement on Curtis Island dates back to the 1860s when Monte Christo Run, taking in the whole of the island, was registered in 1862 in the name of R.B.H.P Ramsay. The island was later divided to form two separate pastoral stations, and pastoral activities continued through to the 21st century with a cattle station operating on the northern part of Curtis Island (McDonald 2001: 25).

Agricultural Activities

Agriculture made very little headway in the Fitzroy region in the nineteenth century. As incentive towards establishing an agricultural base alongside the pastoral industry, agricultural reserves were set aside adjacent to some of the major urban centres such as Port Curtis. However, problems plagued farmers and small graziers for many years until enough knowledge was accumulated about the nature of the land and its potential for use in the subtropical climate of Port Curtis (Johnston 1982: 51). Corn was generally the first crop that a struggling farmer would plant (Johnston 1982: 189), but it was not until the early twentieth century that agricultural activities expanded in the region.

The government continued with policies for closer settlement and encouragement of agriculture during the interwar period. Agriculture and dairying were keenly promoted, partly as a means to reduce unemployment during the economic depression of the 1920s and 1930s (Johnston 1982: 201).

World War 2 resulted in labour shortages due to the enlistment of men, and also resulted in more women working in agriculture. By the 1970s grain harvesting became mechanised and many small farms were consolidated to improve efficiency, and a wide range of new crops was introduced to give greater flexibility. Most notable of these crops was grain sorghum, which was used for feeding cattle, pigs and poultry (Holthouse 1978: 262).

While beef cattle was the dominant primary industry in the Fitzroy region, small crops and cotton growing were also undertaken in select parts of the region such as the Boyne Valley, Mount Larcom, Yarwun and Targinnie.

From 1909, softwood scrubs around Mount Larcom, Ambrose, Yarwun and Targinnie were cleared for agriculture. Initially sugar cane and dryland cotton were farmed, but these proved unsuitable for the conditions.

The most intense agricultural activity began with the clearing of the softwood scrubs around Mount Larcom and Targinnie from 1909. Fruit growing commenced at Yarwun in 1913, and Targinnie in 1914 when land was made available as mining homestead leases in the area known as Scrubby Creek (Blake 2005a: 41-60). The land soon proved suitable for fruit growing,

particularly paw paws, and quickly became economically viable. By 1918 the Lands Commissioner for Port Curtis claimed that some farms in Targinnie were in full profit (Queensland Parliamentary Papers 1919: Vol3 p681).

The early success in growing and transporting crops by rail to markets in Brisbane and Rockhampton prompted Targinnie farmers to diversify into crops other than paw paw. Tomatoes also proved to be well suited to the Targinnie district (Blake 2005s: 45), and the Gladstone Reporter noted in 1920: *“Although hardly one individual grower has more than from between two to three acres of tomatoes under cultivation, the returns are phenomenal, for £40 to £80 per week being made. And such tomatoes they are – perfect in size, texture and flavour. The land thereabout is ideal for their cultivation. It has an easterly aspect, with extremely fertile scrub soil, and a total absence of frosts or cold westerly winds and within half-a-mile of the seaboard.”* (Gladstone Reporter 6 December 1920).

The Yarwun-Targinnie Fruitgrowers’ Co-operative Association was formed in 1924 as part of a Statewide scheme by the Queensland Government to organise the marketing of fruit. The Association was established as a co-operative to supply goods to producers and export the famous Yarwun paw paws to southern capitals (Blake 2005a: 56).

The signature fruit of the Yarwun-Targinnie district, the pawpaw, was first grown by Paul Lenz in the 1920s. By the 1930s they had become one of the principal crops on Targinnie farms, and the viability of agriculture attracted more people to the area. The Golden Circle Cannery at Northgate in Brisbane began buying paw paws from the region in the 1950s, and in 1966, 1,600 tons were sent to the cannery and 1,600 tons to the markets, getting a price of about £50 per ton (Blake 2005a: 46-54).

Over time, problems with paw paws forced farmers switch to other crops. By the 1980s, mangoes had replaced pawpaws as the major source of income for Targinnie farmers, and farming became less prevalent with the nearby mining boom in Gladstone.

Managing Water

When establishing a colony in the area in the 1840s, Captain Barney reported that there was a lack of water at Port Curtis (Hogan 1897: 65). During the early years of exploration and initial settlement, water was sourced from Auckland Creek and then Happy Valley Creek from 1856. When Gladstone became a municipality in 1865, another hole was sunk adjacent to the first at Happy Valley Creek, and these two holes were the water supply for Gladstone until 1898 (Gladstone Area Water Board ND).

Following the completion of the railway line from Brisbane to Gladstone, Gladstone’s first dam was built by the railway department in 1897 across Happy Valley Creek (Gladstone Area Water Board ND). This dam was washed away by flood the following year, but quickly repaired and water was piped from it to Gladstone where it was collected by bucket for household

use. Eventually, because of increasing demand, the dam became inadequate and a new dam was built on Tondoon Creek in 1915.

The Tondoon Dam was also washed away in flood the following year, was repaired and continued to provide water for Gladstone until 1945 (Gladstone Area Water Board ND). A pump station was constructed upstream of the Pike's Crossing causeway by the Gladstone Town Council in 1945, and water was pumped to Gladstone through a 300mm cast iron pipeline.

The 1960s mining boom in Gladstone had a major impact on the town and there was a huge increase in the demand for water. As a result, Stage 1 of the Awoonga Weir was constructed on the Boyne River by 1966 (Gladstone Area Water Board ND), and was raised in 1970. A second raising to its maximum possible height was also necessary in 1977 (Gladstone Area Water Board ND). Demand for water in the region continued to increase and Awoonga Dam was built immediately downstream of the old weir which is now submerged in Lake Awoonga. The Premier, Sir Joh Bjelke-Petersen officially commissioned the Stage 1 Awoonga High Dam on Friday 22 March 1985 (Gladstone Area Water Board ND).

4.2.3 *Developing Secondary and Tertiary Industries*

Feeding Queenslanders

Both beef cattle and dairying have been successful industries within the Fitzroy region. The *Agricultural Lands Purchase Act 1894* proved to be the catalyst for the establishment of commercial dairying, as valuable agricultural land held for decades by pastoralists was resumed by the government and offered as agricultural selections.

In the Fitzroy region, the 1894 Act resulted in the opening of the areas such as the Boyne Valley to selection and closer settlement. Closer settlement throughout the region and the *Meat and Dairy Produce Act 1893*, subsequently resulted in the establishment of a number of meatworks, dairies and butter factories around Gladstone (EPA QHR Entry # 601334). The *Closer Settlement Act 1906*, with its provisions for repurchase and on-selling to agriculturalists as settlement farm leases, also resulted in a dairying boom in the Mount Larcom and Yarwun districts (EPA QHR Entry # 601334).

In 1904, the Port Curtis Dairy Company Ltd was formed at Gladstone, with its first timber factory buildings erected at Gladstone in 1906. The Gladstone Butter Factory commenced operations in 1906, and the first shipment of butter overseas occurred in Jan 1926 (McDonald 1988: 170-171). The company was one of the largest co-operative dairy companies in Queensland by the 1920s, and the activities in Gladstone and surrounding districts stimulated the expansion of commercial dairying in Central Queensland (EPA QHR Entry # 601334). State wide, dairying was an important economic

activity for the first half of the 20th century, and a mainstay for farming communities during the economic depression of the early 1930s. A new factory was opened at Gladstone in 1930, and the 1940s and 1950s saw the peak of dairy production in Central Queensland and included the production of milk, cheese, butter and ice cream (McDonald 1988: 170-171). *Figure 4.3* shows the Port Curtis Co-operative Dairy Association Ltd Factory which today is protected by its listing on the Queensland Heritage Register.



Figure 4.3 *Port Curtis Co-operative Dairy Association Ltd Factory (former) (EPA QHR Entry #601334)*

While live cattle shipping commenced in 1865, it was not until the establishment of the meatworks in 1896 that the cattle industry injected substantial sums of money into the town (McDonald 1988: 152). By 1900, the cattle tick had decimated local industry, affecting farmers, meatworks production and cattle shipments. In 1903, the Rockhampton extension of the northern railway opened, which immediately deprived Gladstone of substantial port trade and passenger shipping. This, in combination with the cattle tick and the great drought of 1900-02, caused a crisis in business confidence in the town (EPA QHR Entry #601333).

The price of beef grew rapidly after the outbreak of World War 1 (Johnston 1982: 160), and consequently the Queensland Government opened a number of butcher shops which sold meat cheaper than private businesses.

The meatworks was sold to US company Swift Australia Co Ltd in October 1934 and entered the chilled beef market (McDonald 1982: 168), and production continued to increase in the following decades. During the off season, many of the workers would go fishing when jobs were scarce (Stumm 1990: 109). Due to a lack of local demand most of the fish caught were frozen and transported to Brisbane. During its 67 years of operation the meatworks was the largest single employer in town. It closed in 1963 after being purchased by the Commonwealth Aluminium Corporation (Comalco) (McDonald 1988: 171).

Developing Manufacturing Capacities

In the 1920s, while the rest of Australia embarked on new industries such as motor vehicle manufacture, cement, textiles and metal production,

Queensland largely remained focussed on agriculture and primary industries such as mining. The number of factory workers grew during the 1930s and World War 2 also brought some industrial advances (Johnston 1982: 179-183), but it was not until the 1960s that secondary industries expanded in the Port Curtis region.

The Gladstone region continued to expand as it served both the successful alumina and coal industries. This in turn led to the construction of factories, power stations and the extension of the port facilities (Johnston 1982: 190). One of the main factors driving this construction boom was the establishment of the Queensland Alumina Limited (QAL) alumina refinery in 1967.

In 1955, H.J. Evans came across bauxite at Weipa and in 1961 Comalco opened a bauxite mine. Gladstone was chosen as a site for the bauxite refining plant. The meatworks site was purchased by the Commonwealth Aluminium Corporation (Comalco) (McDonald 1988: 340), and the Queensland Alumina (QAL) Refinery opened in 1967. The refinery expanded in four stages in 1968, 1971, 1973 and 1984 and more recently, a second alumina refinery, constructed by Comalco, has been constructed on the Gladstone State Development Area's Yarwun precinct (McDonald 1988: 340). Rio Tinto Aluminium Yarwun opened on 4 March 2005. *Figure 4.4* shows the QAL refinery shortly after commencing operations in 1967.



Figure 4.4 Gladstone QAL Refinery 1967 (John Oxley Library 6944-0001-0006)

The construction of the QAL refinery coincided with the expansion of the Central Queensland coalfields and the construction of a new railway line from Moura to Gladstone in conjunction with bulk handling coal facilities at Barney Point (Blake 2005a: 88).

The State Electricity Commission commenced work on the Gladstone Power Station in 1967 and it was gradually extended in four stages. When finally completed in 1979, the power station was producing 20 percent of Queensland's electricity requirements (Blake 2005a: 88). In 1995, A Rio Tinto Aluminium led group bought the Gladstone Power Station from the Queensland Electricity Commission, thereby underpinning an expansion of the Boyne Island smelter.

One of the world's largest aluminium smelters was opened on Boyne Island in 1982 by the Premier of Queensland, Hon. J Bjelke-Petersen. Work began on the upgrade of the Tiwai Point smelter in the mid 1990s (McDonald 2001: 340), and in 1997, the Boyne Island smelter expansion was officially opened by the Premier of Queensland, Hon. Rob Borbidge.

Other major industries in the Port Curtis region included Cement Australia's clinker plant at Fisherman's Landing, chemical plants operated by Orica and Ticor and Southern Pacific Petroleum's oil shale plant. Since the construction of the Barney Point coal handling facilities in the 1960s, the Gladstone Port Authority has substantially upgraded facilities at Auckland Point and constructed wharves and bulk handling coal facilities at Clinton (McDonald 1988: 340).

4.2.4 *Moving Goods, People and Information*

Using Draught Animals

The first dray route from the Dawson to Port Curtis was marked out eighteen months before Francis McCabe surveyed the Rannes track from the east but by then Charles Archer had found a better route over the range from his station at Gracemere. In 1858, McNab and Hess blazed a tree line from Plainby to the Dawson River and most dray traffic used this shorter route (Perry 2005: 72).

Using Rail

For many years horse transport was the only kind known in the district, but in 1910 the Boyne Valley Line, passing through Calliope, connected Many Peaks with Gladstone. Some years later this line was extended to Monto (Kelly 1973: 1-2).

The opening of the railway line south to Bundaberg and north to Rockhampton had significant consequences for Gladstone and the region. As had occurred elsewhere in Queensland, the railway line was the catalyst for opening up land for closer settlement and the development of associated industries.

One industry that was dependant on rail was dairying. To develop a successful local industry, farmers needed a means of transporting cream quickly and reliably to the local factory. The impact of the railway line was

soon apparent, and in 1906 a factory was built adjacent to the main railway line in Gladstone and commenced operations in March 1906 (Blake 2005a: 42).

The great upsurge of open cut coal mining in the Dawson and Callide Valleys which began in the 1950s and the Central Highlands in the 1960s and 1970s not only meant the expansion of coal loading facilities at the port in Gladstone, but also the construction of miles of rail lines. The first of these, the Moura line, was completed in the 1960s (Kelly 1973: 1-2), and was an important milestone in Gladstone's industrial development as it connected the vast coal reserves with the town (McDonald 2001: 28). A current proposal, the Aldoga Rail Project (Connell Hatch 2008) will link the Moura Short line to the main line at Mount Larcom.

Using Shipping

Early exploration and settlement of the Port Curtis region was undertaken by ship. Although Port Curtis was considered a relatively protected area, a number of ships have wrecked in the region over the years due to cyclones or running into reefs.

Until well into the twentieth century, communication along the east coast of Australia was for the most part by ship, even though from 1889 it was possible to travel from Sydney to Brisbane by train.

The coastal shipping trade was booming in the early years of the twentieth century, with each port town calling more and more upon government funding for harbour dredging, better facilities and more communications to the hinterland. There was no comprehensive plan of development, rather just the promotion of competing regional interests (Johnston 1982: 149).

During World War 2, Gladstone was a thoroughfare for American servicemen (Stumm 1990: 14), and post war Callide coal began being shipped through the Gladstone wharf. Nevertheless, Gladstone was dependant on a meatworks and a butter factory and, despite possessing a superior harbour, was unable to successfully rival Rockhampton until the 1960s.

Some of the most modern equipment in the world for loading coal was installed in the port at Gladstone during the 1960s and 1970s. All previous records had been broken by 1972 when there were 408 ships in port (McDonald 2001: 28). This, like the tonnages exported, produced records that were beaten again and again by the end of the century.

A new wharf at Fisherman's Landing was constructed in the 1980s for Queensland Cement and Lime, Stage 1 of the Clinton coal loading facility was opened in 1980 and Stage 2 saw further extensions (McDonald 2001: 28). Today shipping remains an important mode of transporting goods, people and information to the area and Gladstone has become Queensland's major

export port. A diagram showing the different port industries is shown at Figure 4.5.



Figure 4.5 *Port Industries within Gladstone Area* (http://gladstoneholidays.info/shadomx/apps/fms/fmsdownload.cfm?file_uuid=3EEE327D-BACF-5AF1-E0B0-D907CE1F0CDF&siteName=rtn2)

Telecommunications and Postal Services

By July 1854 a direct overland communications route had been opened up between Gladstone and Sydney, and the Native Police was running regular mail between Gayndah and Gladstone by (Golding 1966: 64-66). By 1855, communication between Gladstone and Sydney had vastly improved and letters were only taking 2-3 weeks (Golding 1966: 164).

The Queensland Government completed an intercolonial telegraph line from Sydney to Brisbane in 1861, and the link was extended via Dalby to Gladstone by 1867 (Johnston 1982: 80).

Gladstone's first post office was gazetted on 1 July 1854, opening in premises at the corner of Goondoon and Yarroon Streets. In the late 1850s and early 1860s postal services between Gladstone and Gayndah, Maryborough and Rockhampton were established, and to the Calliope Goldfields in 1864. In 1860, the Brisbane-Gladstone postal service came by fortnightly steamer, increased to a weekly service in 1871.

In 1869, a substantial brick building was used as a Post Office, a Telegraph Offices and a Customs House, with attached residences for the employees (EPA QHR Entry #601331). The second purpose-built post office, constructed in 1878, was a large timber building with separate offices and residences. The third Gladstone Post Office replaced the earlier buildings on the site and was erected in 1932 as a purpose-designed Post Office for the Commonwealth

Postmaster-General's Department, and (EPA QHR Entry 601331). *Figure 4.6* shows the Gladstone Post Office in 1998.



Figure 4.6 *Gladstone Post Office (former) (EPA QHR Entry 601331)*

Building Settlements, Towns, Cities and Dwellings

Establishing Settlements

The Fitzroy region began to be settled by Europeans in the 1850s as pastoralism spread from the south. The discovery of minerals, especially the discovery of gold in the Rockhampton region, saw an influx of people and led to the establishment of a number of towns such as Calliope and Mount Larcom.

From 1854 to 1858, squatters steadily moved into the surrounding territory, and their exportation of wool to and importation of supplies from Gladstone increased (Hogan 1897: 100). In 1855 Government Resident, Maurice O'Connell, predicted a great future for Gladstone, and proclaimed the harbour one of the two best on the Queensland coast (Meston 1895: 57).

Three years later when gold was discovered at Canoona near Rockhampton, many residents deserted Gladstone (Hogan 1897: 100) and new settlers began to favour Rockhampton with its rich resources and easy access to the Fitzroy hinterland. After the first few years of settlement, the population of Gladstone had dwindled to 215, and in 1863 a visitor to the area from Victoria described the town as having "8 or 10 houses and a few of these of some pretensions are going to decay" (McDonald 1988:129).

The establishment of the butter factory and meatworks at Gladstone at the turn of the last century ensured the settlement at Gladstone. The construction of the QAL refinery and associated mining boom in the region has since seen a rapid expansion of the town. In the years 1961-1976 the population trebled and Gladstone was proclaimed a city on 4 March 1976.

The Calliope Goldfield was proclaimed in 1863, and a township was soon established, the population reaching 1,000 within a few years (Meston 1895: 57).

Along the Boyne River, the major development in the pattern of land use occurred with the creation of the 'soldier settlements' to assist veterans of World War 1. In 1920, the 21-year leases on the pastoral properties of Ubobo, Hybla, Melrose, Degalgil and Cluden expired, and, in the wake of World War 1, the Government sought to compensate those members of the services who were being discharged from the Army, Navy or Air Force, by making available land under the Solider Settlement Schemes (Johnston 1982: 29) such as the properties at Ubobo and Mount Larcom.

At Ubobo, areas were resumed by government legislation, leaving a homestead block as an option to the original selectors. The selections were available by perpetual lease, with Agricultural Bank assistance up to approximately £1,400 available to develop the property and purchase stock (Johnston 1982: 29). Cottages were built and the dairy and agricultural industries grew. Cotton and potato growing were introduced, and tobacco was also grown with some success (Boyne Valley Community Discovery Centre 2005). However, the small homestead blocks soon proved unviable, and many settlers left within the first five years. The 1930s depression and labour shortages of World War 2 resulted in further departures. Land with river frontage was retained for agricultural purposes, but the majority of properties were sold and amalgamated to make larger holdings again and reverted to their former pastoral use (Boyne Valley Community Discovery Centre 2005).

The Targinnie and Yarwun district north west of Gladstone was settled early by pastoralists, but the *Agricultural Lands Purchase Act 1894* and the *Closer Settlement Act 1906* enabled the purchase of freehold land for closer settlement. Throughout the 1940s and 1950s a Russian community developed in the area after the first Russian settler, David Gurassimoff enlisted the help of farmers in Targinnie to sponsor Russian migrants and provide work in a share farming agreement (Blake 2005a: 65). The settlement continued to prosper in the subsequent years and a strong Russian community remains in the region today.

European settlement on Curtis Island dates back to 1858 when a pilot station for Fitzroy River shipping was established at Sea Hill on the northwest shore. Over time, this led to the establishment of a township (McDonald 2001: 24). A quarantine station was established at Sea Hill soon after British migrant ships began sailing direct to Keppel Bay, in 1862. When 366 passengers from the Countess Russell were quarantined for 26 days in 1873 because of typhoid fever on board, tents had to be set up near the Golden Shore (later Beachton, the first island resort) because of lack of fresh water at Sea Hill. A headstone remains on the island today in memory of the fatal cases. Further burials occurred at Sea Hill Telegraph Station following deaths of some of the local residents in the late nineteenth century.

In the 1860s a pastoral run, Monte Christo, was established and in 1868, half of the run was resumed when Monte Christo was obtained by Campbell Praed in 1872. Praed brought his newlywed wife to the island in December 1872 and

she later famously recounted her unhappy time on Curtis Island in a series of books.

Following government schemes for closer settlement, land on the Monte Christo Run was resumed in 1916 and subdivided, and new lots opened for selection in 1918. Prior to 1920 there were only a couple of shacks on Curtis Island, but by 1921 most portions had been taken up and a small township developed. People had been enjoying camping on the island from 1911 (Stumm 1990: 15) and by the 1930s it was a popular holiday and weekend resort. Farmers who obtained selection blocks 1918-21 grew small crops - mainly bananas- and several had dairy farms. By 1925 there were 125 houses or holiday shacks and many continue to be used (McDonald 2001: 45-46).

On 12 March 1948 a Progress Association was formed, whose first achievement was the introduction of a telephone service. By 1957, they had a limited outpost radio for use in emergencies. In the 1960s, the Post Master General provided an undersea cable and the Progress Association by volunteer labour erected a 13 km landline to the township. This was connected to one telephone which was open for one hour a day. In 1968 this was severed by a dredger working in the harbour. A radio telephone service was subsequently established in 1970. By 1985 there were 125 houses at South End, although there were only 5 permanent residents with others used only for holidays (McDonald 1988: 290-292).

4.2.5 *Maintaining Order*

Policing and Maintaining Law and Order

The Native Police were patrolling the Port Curtis area from the 1850s, when the Government Resident, O'Connell, conducted the first court matters from his tent at Barney Point (EPA QHR Entry #601332). A makeshift building functioned as the court house until about 1860 when it was replaced with a purpose designed court house and watch house. This was subsequently replaced with a timber building by 1874, and served as the Gladstone Court House until the 1940s when it was replaced with a substantial two storey brick building (EPA QHR Entry #601332).

Defending the Country

The Gladstone port was a thoroughfare for many servicemen and women during World War 2. *Figure 4.6* shows the Australian Women's Army Service disembarking at Gladstone in 1946. At one point, there was a battalion of Americans camped at the Gladstone showgrounds. However, the Toondoon Dam had been destroyed, leading to a shortage of water that pushed the men to Rockhampton. (Stumm 1990: 172).



Figure 4.6 *Australian Women's Army Service disembarking at Gladstone in 1946 (Australian War Memorial # 125581)*

4.2.6 *Creating Social and Cultural Institutions*

Worshipping and Religious Institutions

Although there were no churches in the first few decades of settlement of the Port Curtis region, clergymen frequently visited the region from southern colonies. In February 1854 the first land sales of Gladstone town and suburban land were held in Sydney. Although the Catholic presence in the Gladstone district was not large at the time, the Catholic Primate of Australia, Archbishop Polding of Sydney, bought a number of allotments on Auckland Hill in these sales (EPA QHR Entry #600521). Bishop Quinn, Queensland's first Roman Catholic Bishop, visited Gladstone in 1868 and encouraged the formulation of plans for a church. The land purchased by Polding was very steep and in 1870 further land was acquired between Auckland Streets and Oaka Lane for a church and in Rosebery Street for a convent and primary school.

St Mary's School opened in 1871. It was staffed by Sisters of the Order of St Joseph, and also served as a church for several years. The Roman Catholic church and school of Our Lady Star of the Sea was the only church in Gladstone to survive the 1949 cyclone and is now the only early building on the site.

Many of the Russian community of the Targinnie-Yarwun district were "*Old Believers*," and for many years they met regularly at a member's house to

practice their faith. In 1992 a small Old Believers church was constructed along Targinnie Road (Blake 2005a: 69). The last priest died in 2008, ending the church's functional life.

Sport and Recreation

The Brisbane to Gladstone yacht race has been held annually since 1949. At the inaugural race, position reporting occurred via homing pigeons, with each yacht required to release two pigeons each day (Courier Mail 2008). Only seven yachts finished the first race. Modern day yachts finish the race in half the time that it took the first vessels in 1949, and the race attracts visitors and competitors from around the country.

Sea Prince (See Figure 4.7) won the first Brisbane to Gladstone in 1949 while Doug Perkins was the first line honours winner on *Hoana* in an elapsed time of 47 hours, 8 minutes and 25 seconds – a record which was not beaten until 1955 (Courier Mail 2008).



Figure 4.7 *Sea Prince, Winner of the 1949 Brisbane to Gladstone (Courier Mail 2008)*

4.2.7 *Educating Queenslanders*

Primary Schooling

At Separation in December 1859, there were only three national schools in Queensland: Drayton, Warwick and Brisbane. The first seven national schools established in the new colony of Queensland opened in 1861. Among these was the Gladstone Primary School, which opened about April that year. A purpose-designed primary school was constructed during 1863-64 and opened

at the beginning of 1864, on the site of the present school reserve (EPA QHR Entry #602001). Some of the earliest schools in the district were established by churches such as the Church of England State School and Catholic schools established in Gladstone in the 1880s.

On Curtis Island there were sufficient numbers of children among the pilot station's families for a halftime school to be opened at Sea Hill in 1886 (McDonald 2001: 45). At some of the smaller mainland townships such as Targinnie, where there were less than 30 school age children, provisional schools were set up. The Targinnie Goldfields School was established in 1903 with 14 students, and it was not until 1923 that an official one-teacher school building was constructed north of the township (Blake 2005a: 76). A school was also established at the Calliope Goldfields and *Figure 4.8* shows the school c1895, a time when the mine workings were at a peak at Calliope.



Figure 4.8 Calliope Goldfields State School in 1895 (National Archives Australia QTH230/28)

Secondary Schooling

In the early twentieth century, secondary education remained the privilege of the rich middle class, encroached upon only slightly by a few pupils from poor families who could take advantage of the scholarship system. Six state high schools were eventually opened in 1912 in country areas throughout Queensland, but none of these were in the study area (Johnston 1982: 151). By the late 1950s secondary education began to be encouraged and by 1964, 87 state high schools and 71 secondary departments had been established around Queensland including Gladstone State High School. The rapid expansion of the area in the last few decades has seen the establishment of further secondary schools at Gladstone, Mount Larcom and Tannum Sands.

The thematic histories of each of the three regions has highlighted the main phases and key themes of development within the study area. This can be used as a way of predicting the types of heritage places not currently heritage listed that may exist in the study area, and where these may be located. The key themes are tabulated below with examples of places that may be of cultural heritage significance.

Table 5.1 *Thematic History Place Types*

Qld Thematic Framework Theme	Sub-Theme	Examples of Places
Peopling Places	Encounters between Indigenous and non-Indigenous peoples	Missions and settlements Native Police Camps Massacre Site
	Exploiting, utilising and transforming the land	Blaze/survey trees Trails and tracks Explorers camps Mine shafts Mullock heaps Reef mines Open cut mines Miners camps Smelters Sawmills Tramways Timber camps European scar trees
Developing secondary and tertiary industries	Pastoral activities	Homestead Boundary riders hut Fences and Gates Dry Stone Walls Cattle yards Cattle dip Woolshed Washpool
	Agricultural activities	Homestead Fences and Gates Dry Stone Walls Tramways Agricultural machinery/equipment
	Managing water	Wells Dams Weirs Irrigation channels
	Feeding Queenslanders	Dairy Meatworks Butter factory Cheese factory Flour mill Beverage manufacturer
	Developing manufacturing capacities	Beverage manufacturer Brickworks Blacksmith

Old Thematic Framework Theme	Sub-Theme	Examples of Places
		Refinery
Working	Organising workers and workplaces	Barracks Co-operatives
Moving goods, people and information	Using draught animals	Dray route Coach route Change station Stable
	Using rail	Railway line Railway Station Railway bridge
	Using shipping	Shipwrecks Port Wharf Lighthouse
	Using motor vehicles	Road Bridge
	Telecommunications	Telegraph route Telegraph Station
	Postal services	Post Office Coach route
Building settlements, towns, cities and dwellings	Establishing settlements	Early buildings Town reserve Town layout
	Developing urban services and amenities	Power station Sewerage system Water tower
Maintaining Order	Policing and maintaining law and order	Native Police camp Courthouse Lockup
	Defending the country	Detainee camp Military camp Air raid shelter Ammunitions dump
Creating social and cultural institutions	Worshipping and religious institutions	Church
	Sport and recreation	Sports ground
Educating Queenslanders	Primary Schooling	Provisional school Primary school Principal's residence
	Secondary schooling	Secondary school
Providing health and welfare services	Health services	Hospital Nursing home Doctor's surgery

CONCLUSION

Searches of local, State and National heritage registers and inventories and reviews of previous historic heritage studies within the study area demonstrate the rich and diverse heritage of this area of Queensland. Many of the places identified in the heritage searches are protected by their heritage listings, while others such as the Register of the National Estate and the National Trust of Queensland Register are non statutory.

The Darling Downs was settled by pastoralists in the 1840s and pastoralism quickly spread north and west, reaching Port Curtis by the 1850s. The establishment of towns and settlements throughout the region tended to follow the pattern of initial pastoral expansion followed by either mining or agriculture and then closer settlement. The establishment of the railway west into the Darling Downs and north to Gladstone led to new settlements. Development has also been closely associated with new industries such as dairies and meatworks, and more recently with coal mines and refineries.

The results of heritage register searches and the thematic histories for each of the three regions provides some background knowledge as to the historical development of the study area, and gives an indication of the types of historic heritage places likely to occur within the Gasfield, Pipeline and LNG plant locations.

This desktop study has also identified a number of knowledge gaps of heritage places within the study area, particularly in areas such as Dalby and Miles. The next stage will be to fill these knowledge gaps through local research, consultation with local government authorities, historical societies and residents, and a ground-truthing exercise to physically examine the potential heritage values within the study area.

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EPA ND *Norton Goldfield* QHR Entry #602491

EPA ND *Our Lady Star of the Sea Church and School* QHR Entry # 600521

EPA ND *Port Curtis Co-operative Dairy Association Ltd Factory (former)* QHR # 601334

EPA ND *Roma Court House and Police Buildings* QHR Entry #601285

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