

RIVER OF DREAMS

A History of Maryborough and  
by Tony Matthews

# RIVER OF DREAMS

A History of Maryborough and District

by

Tony Matthews

Volume 2



CITY OF MARYBOROUGH, QUEENSLAND  
MARYBOROUGH CITY COUNCIL

NOT  
FOR  
LOAN

STACK  
994  
.32  
V2  
MATT

MARYBOROUGH  
MUNICIPAL  
LIBRARY



---

# RIVER OF DREAMS

A History of Maryborough and District  
by  
Tony Matthews  
Volume 2



LH  
994.32  
MAT

955136.04

A Maryborough City Council publication

MARYBOROUGH  
MUNICIPAL  
LIBRARY

---

First published in 1995

**Copyright ©**

This book is copyright. Apart from any fair dealing for the purpose of private study, research, criticism or review, as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Inquiries should be addressed to the publishers.

All rights reserved.

National Library of Australia  
Cataloguing-in-Publication data

Matthews, Tony

River of Dreams: A History of Maryborough and District.

**ISBN 0 9599469 5 0 (Double volume set)**

ISBN 0 9599469 3 4 (Volume 1)

ISBN 0 9599469 4 2 (Volume 2)

**Author:** Tony Matthews, 32 Marshall Street, Warwick, Qld. 4370.

**Publisher:** Maryborough City Council, P.O.Box 110, Maryborough, Qld. 4560.

**Typesetting and Printing:** R & J McTaggart and Co., 63 Torquay Road, Hervey Bay, Qld. 4655.

Bound by Podlich Enterprises Pty. Ltd., Brisbane.

---

## **Volume Two.**

### **Part Four.**

#### **Expansion Towards Modernity.**

<b>Chapter Thirty-five.</b> The Timber Men.	353
<b>Chapter Thirty-six.</b> The Mighty Mary in Flood.	370
<b>Chapter Thirty-seven.</b> Coal and its Importance to Maryborough.	381
<b>Chapter Thirty-eight.</b> Port Maryborough Urangan.	406
<b>Chapter Thirty-nine.</b> Musket Flat.	412
<b>Chapter Forty.</b> Dugong Hunting.	417
<b>Chapter Forty-one.</b> Maryborough Cemeteries.	419
<b>Chapter Forty-two.</b> The Burnett Goldfields and other Regions of Mineralogical Interest.	421
<b>Chapter Forty-three.</b> The Great Fire of Maryborough.	431
<b>Chapter Forty-four.</b> Hospitals.	433
<b>Chapter Forty-five.</b> Ships, Shipwrecks and Seafarers.	449
<b>Chapter Forty-six.</b> Lighthouses.	462

### **Part Five.**

#### **A Century of Change.**

<b>Chapter Forty-seven.</b> Maryborough During the Boer War.	470
<b>Chapter Forty-eight.</b> Plague at Maryborough.	477
<b>Chapter Forty-nine.</b> The Dreams of George Ambrose White.	494
<b>Chapter Fifty.</b> Oystermen and the Mystery of the Missing Light.	500
<b>Chapter Fifty-one.</b> An Outline History of Walkers.	503



<b>Chapter Fifty-two.</b>	
The Aldershot Smelting Works.	514
<b>Chapter Fifty-three.</b>	
A Time of Empire, Maryborough During the First World War.	520
<b>Chapter Fifty-four.</b>	
The Spanish Influenza Outbreak.	541
<b>Chapter Fifty-five.</b>	
The Barnstormers.	544
<b>Chapter Fifty-six.</b>	
Darkness and Light.	558
<b>Chapter Fifty-seven.</b>	
Bridging the Gaps.	564
<b>Chapter Fifty-eight.</b>	
The Time Cannon.	570
<b>Chapter Fifty-nine.</b>	
Death at Foster's Camp.	573

## **Part Six.**

### **Towards Modernity.**

<b>Chapter Sixty.</b>	
The Passing of the Pioneers, Depression and War.	579
<b>Chapter Sixty-one.</b>	
From the Fifties to the New Age.	597
<b>Chapter Sixty-two.</b>	
The Media.	604
<b>Chapter Sixty-three.</b>	
Cinemas, Feature Films and Documentaries.	626
<b>Chapter Sixty-four.</b>	
The Wrecking of <i>Cherry Venture</i> .	630
<b>Chapter Sixty-five.</b>	
The Moffat Murders.	632
<b>Chapter Sixty-six.</b>	
Towards the Third Millenium, a Modern History of the City.	634
<b>Conclusion.</b>	646

## **Appendices**

<b>Volume Two. Appendix One.</b>	
Encapsulated histories of important buildings within the city of Maryborough.	649

---

<b>Volume Two. Appendix Two.</b>	
List of Maryborough's war dead:	657
World War One.	
World War Two.	
<b>Volume Two. Appendix Three.</b>	
Flood dates and heights from 1875.	660
<b>Volume Two. Appendix Four.</b>	
Citizens of the year.	661
<b>Volume Two. Appendix Five.</b>	
Chronological listing of the mayors of	
Maryborough, town clerks, city administrators	
and executive officers.	663
<b>Volume Two. Appendix Six.</b>	
List of all elected and appointed councillors and	
aldermen who have served on the	
Maryborough council since the first council.	665
<b>Volume Two. Appendix Seven.</b>	
List of shipping and railway rollingstock	
constructed by Walkers.	684
<b>Bibliography.</b>	688
<b>Index.</b>	691







---

## Part Four.

### Expansion and Growth.

## Chapter Thirty-five.

### The Timber Men.

As we have seen earlier in this history, the original settlers were attracted to the area now known as Maryborough for a number of reasons, principally for the river and its possibilities as a shipping centre, but also for the huge stands of timber, an enormous natural wealth which those pioneers were to harvest with great determination.

Yet timber-getting had a slow start in the district, markets had to be established, sawmills constructed, logs brought in, hostile aborigines to be 'dealt with'. At first, during Furber's days, there was little demand for timber other than the local requirement for buildings, firstly in the old township, and later at the new settlement where Maryborough stands today. A modest amount of timber was also shipped to Brisbane and Sydney. There were no mills, all the timber for Maryborough's early buildings was cut by pit sawyers and roughly dressed by hand. The task of the pit sawyers was extremely arduous, especially for the men who worked in the bottom of the pits. Each log was chalked along the line of the intended cut and the log was then sawn by hand, one man above and another below in the pit over which the log had been placed. The original Bush Inn in Kent Street - now the site of the Royal Hotel - was entirely constructed of pit-sawn timber. According to an address given to the Maryborough Rotary Club by timber expert Lambert Hyne in 1932, three pits were dug at the rear of the construction site on the bank of a creek which once ran through the site.<sup>1</sup>

In the dense scrub along the banks of the Mary River the logs were cut and either slid or rolled into the river. They were then rafted down to the old township where they were pulled from the river by a man named George Bennett. Using a team of bullocks, Bennett charged one shilling for each log he dragged from the river and up to the saw-pits where the pit-sawyers cut a slab of wood from each side, leaving the log flat for ease of loading into the waiting barges.<sup>2</sup>

The new township of Maryborough grew slowly but the pit sawyers were kept busy. However, the first mill, the Union sawmill, was established at the corner of Kent and Guava Streets by Frederick William Gladwell and Robert Greathead in December 1861. A portion of Henry Palmer's garden was used as the site.<sup>3</sup> The man who erected the first engine at the mill was John Trussell. Trussell had come from England aboard the ship *Queen of England* in 1859, landing in Sydney. He soon afterwards travelled north to Maryborough at the time when the Gladwell and Greathead operation was in its planning stage. Trussell died at Maryborough on the evening of 18 April, 1919.<sup>4</sup> The Gladwell and Greathead mill was sold several years after its establishment to Cooper and Sons and in later years to J. Meiklejohn. It finally came under the control of the company of Pettigrew and Sim.

### Dundathu.

One of the founders of the Dundathu sawmills, William Sim, arrived at Brisbane from Aberdour, Scotland, with his family, aboard the *Ghengis Khan* in 1854. Sim and his father before him had long been associated with the timber industry. Soon after his arrival he became foreman at William Pettigrew's steam sawmill in Brisbane.

Pettigrew, one of four sons of Robert, Laird of Tarshaw, was born at Burton, Ayrshire, Scotland on 26 August, 1825. His mother's name was Mary, (nee McWhinnie). He arrived at Brisbane aboard the immigrant ship *Fortitude* in January 1849. Fortitude Valley was named by the immigrants in honour of the ship which had brought them to Moreton Bay.

Pettigrew was an interesting man. After his arrival in Australia he found employment with Doctor Stephen Simpson, but his burning desire was to establish his own business and in 1852, much against Simpson's wishes, he resigned from his position.<sup>5</sup>

In order to begin his sawmilling business Pettigrew borrowed money from his brother, John, who had come to Australia for the gold rush in 1851. Plans for the mill and other information were allegedly copied from a penny cyclopaedia.<sup>6</sup> Milling equipment was shipped from Scotland and erected on a block of land on the riverbank at the corner of William and Margaret Streets. Pettigrew began operating the mill in August 1854. However, the partnership with John became a difficult one. John allegedly mistrusted his brother's knowledge of engines and forced the firm to take on an engineer named William Breckenridge who acquired a quarter share in the

business.<sup>7</sup> William and John fought frequently and William finally bought his brother's share in the business, after which the firm was known as Pettigrew and Co. John moved to Ipswich where he opened a general store and finally became the M.L.A. for Stanley, (20 November, 1873 - 10 December, 1878).<sup>8</sup>

It was after John's departure from the business that William Pettigrew employed William Sim. Sim and Pettigrew later decided that they would form a partnership and open another sawmill farther north where the virgin stands of pine and other timbers had not then been thinned by the timber-getters' axes and saws. The company was formed with Pettigrew as the major partner owning three quarters of the shares. The Dundathu site was finally selected and the milling operation was established by these two men in July 1863, Sim over-seeing all the work involved.<sup>9</sup> William Sim (senior), brought his wife and two sons - James (always known as Tertius) and William, to settle at Dundathu on 2 September, 1863.<sup>10</sup> William Sim remained in charge of the operation until he was crushed by a log on the rafting grounds at Tin Can Bay during the evening of Monday 17 November, 1873.<sup>11</sup> After his death the operation was managed by his two eldest sons, James and William.

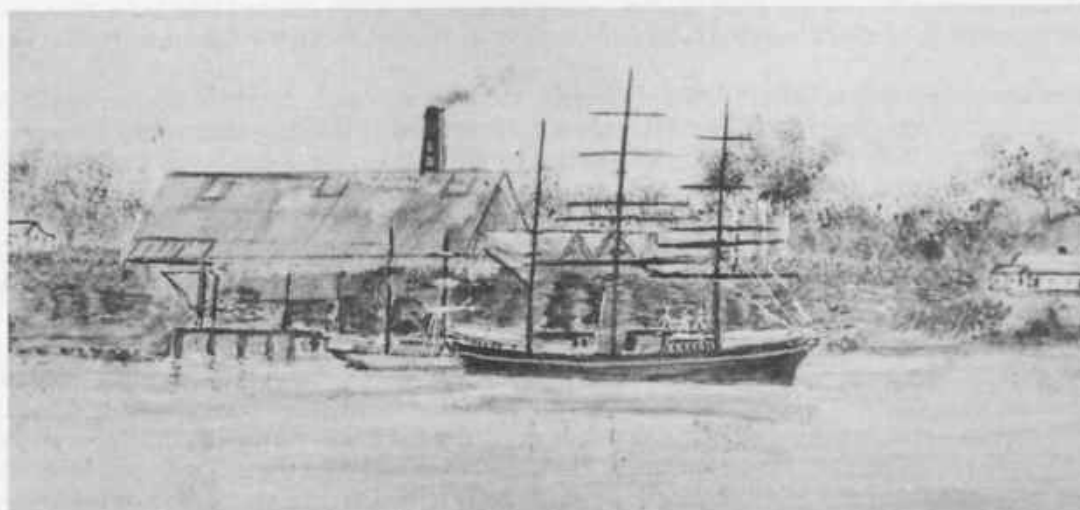


*William Pettigrew*

Source - John Oxley Library print number 63572.

No hardwood was cut at Dundathu, and Sim drew most of his timber requirements from Tin Can Bay. The company laid down about eight miles of wooden tram lines through the scrub country, and for haulage power placed an order for a steam locomotive with Walkers engineering works. This locomotive, the *Mary Ann*, named after Pettigrew's daughter - and a second one, the *Dundathu* - were the first railway locomotives constructed by Walkers and were reported to have been the first ever built in Queensland. They weighed approximately six tons and were capable of drawing a load at seven miles an hour. The logs were rafted together at the water's edge and then towed to Dundathu behind the firm's steamer *Hercules*.<sup>12</sup>

The settlement at Dundathu grew rapidly into a prosperous village with pine-shingled workers' cottages, a butcher and blacksmith. At the height of its prosperity the village boasted a white population of approximately



*The sawmill and village at Dundathu, artist's impression.* Source - John Oxley Library print number 69493.



three hundred people, of whom more than sixty were employed at the mill. Timber for the first cottages was brought from Brisbane, but later the wood was cut at the mill and bricks for the fireplaces and chimneys were manufactured on the site. The fireplace formed the central part of every two cottages, each joined together and sharing the same chimney. There were considerable numbers of aboriginal people camped near the site, most of whom lived in bark humpies erected adjacent to the village, many of these people worked in the village.<sup>13</sup>

According to one of the men who worked at the mill, timber from Dundathu was sometimes shipped to New Caledonia for the construction of convicts' huts or barracks at the French penal settlement.<sup>14</sup>

Fresh water for the Dundathu village was taken from what was known as the swamp which was cleaned out annually by aboriginal workers. After the work had been completed a bullock was killed and roasted and the aborigines treated to a huge feast. They were also given gifts of tobacco and loaves of bread, and would later perform a corroboree.<sup>15</sup>

The Pettigrew and Sim business expanded into Maryborough when they leased the former Gladwell and Greatehead operation from J. Meiklejohn at the corner of Kent and Guava Streets - later to become the site of Walker's shipyards. The business was carried on here for some years under the name of the Union sawmill until the expiry of the lease when the firm erected its own mill, Urara sawmills, on the opposite corner.<sup>16</sup>

While at the Union mills the company experienced its worst tragedy. On Tuesday morning, 6 August, 1872, just as the Brisbane-bound steamer was casting off from the wharf, the entire business sector of Maryborough was shaken by a violent explosion. Passengers aboard the steamer and people standing on the wharf were shocked to see a pall of steam, smoke and brick-dust envelope the Pettigrew and Sim's Union sawmills, with steel and bricks flying up from the engine shed. After the roar of the explosion the witnesses stood stunned for several moments while the steam and smoke began to clear. As the sounds of the explosion died away, many people started running towards the scene. The *Maryborough Chronicle* later reported:

On reaching the spot where the mill had stood a terrible and extraordinary spectacle presented itself. The engine shed, chimney stack, and furnaces had been swept away, and in their place remained nought but a large depression surrounded by irregular heaps of shattered bricks, broken timbers, and bent and twisted portions of ironwork. The large boiler, 22 feet in length, was lying across one of the tramways in the timber yard, a full chain distant from the furnaces. Dead and wounded workmen, most of them frightfully mangled or scalded, were lying about amongst the ruins, and survivors moaning piteously in their agony. The harrowing sufferings of these poor fellows, the tears and lamentations of their wives and children, who had hurried down in their anxiety to learn what worst had befallen ... combined with the surrounding desolation to produce a scene which none who witnessed it will ever forget.<sup>17</sup>

Two of the men who were standing close to the boiler at the time of the explosion were killed instantly. These were James Deacon, the managing clerk, and John Rankin, who did not work at the mill but had gone there to ask if he could use the lathe. The press later reported that their bodies were terribly mutilated. The wounded were rushed to the hospital and the two bodies were placed on the verandah of James Sim's house near the scene of the explosion. At the subsequent magisterial enquiry it was revealed that no qualified boiler engineer was employed at the engine shed, Sim took full responsibility for the maintenance and running of the boiler. He admitted that he was not a qualified engineer but stated that he knew a great deal about engineering matters. The day-to-day running of the boiler was left in the hands of an attendant, Sim only supervised any maintenance which may have been required from time to time. He admitted though, that he had not been aware that boilers needed testing periodically and said that to his knowledge the boiler had never been tested. The main cause of the explosion seems to have been lack of water. The water pump had failed and water was being carted to the boiler in buckets. The level in the gauge glass had diminished and the explosion had occurred shortly afterwards.

Meanwhile, the wounded men at the hospital were faring badly. The *Maryborough Chronicle* later reported:

The deep and painful excitement caused by this recent dreadful calamity has not been suffered to subside. One after another the poor sufferers are dropping out of existence. When our last issue was published four had passed away; since then three more have died. On Thursday afternoon, Thomas Molloy, who leaves a young widow and one child, breathed his last. The funeral took place yesterday. His remains were followed to the grave by a long procession of saddened mourners, on foot as well as mounted, and in vehicles. Shortly before, Frederick Mein, leaving a widow and three children, and Martin Klein, leaving a widow and one child, expired. There are now four in the Hospital. Of the recovery of two, if not of three, small hopes are entertained. This is indeed dreadful! Seven widows and nineteen children are already cast upon the sympathy and aid of their friends and of the general public.<sup>18</sup>

A relief fund raised approximately £1800. This amount was distributed among the widows, each receiving between £100 and £300, according to the number of children in each family. William Walker, manager of the Maryborough branch of the Commercial Banking Company of Sydney, was treasurer of the fund.<sup>19</sup>

Sawmills generally are traditional places of accidents and death, and Maryborough has experienced its share of tragedy. The Dundathu mill was partially destroyed during the flood of 1893, and was totally destroyed during a fire on Christmas Eve of the same year. After thirty years of operations the mill and its village simply ceased to be. The fire broke out under one of the planing machines in a new portion of the mill, several men fought the blaze but as it was Christmas most of the village residents were away on holidays and there simply wasn't enough man-power available to successfully douse the conflagration. The fire could be seen from Maryborough but because of the distance involved - and, seemingly, the expense - it was decided not to send a fire-fighting vehicle. In addition to the buildings, a great deal of machinery, some of it almost new, and a stock of dressed timber, was destroyed in the fire. The mill was not insured.<sup>20</sup>

Pettigrew's fortunes were by now on the decline, a combination of the fire at Dundathu, the flood of 1893 and the economic depression all contributed to his misfortunes. He was declared bankrupt in June 1894 and although he worked diligently to finally discharge his bankruptcy and to re-form his business, he died of pneumonia, aged eighty-one, on 28 October, 1906. He was buried at the Bowen cemetery.<sup>21</sup>

James Sim, died, aged 75, at the Maryborough hospital after suffering an 'apoplectic seizure' on 30 January, 1918.<sup>22</sup>



W.S. Sim.

Source - Maryborough hospital museum archive.

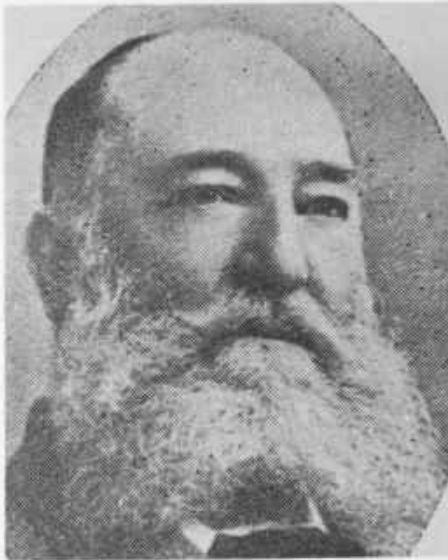
William Simpson Sim married Elizabeth Ann Wood, a native of Ashton-under-Lyne, Lancashire, who had been one of the migrants to come to Maryborough aboard the ship *David McIver* in 1863, the second ship to arrive directly at Maryborough from England.<sup>23</sup> He died on the morning of 21 March, 1929, his wife having predeceased him.<sup>24</sup>

In June the following year the Sim Ltd. sawmill at Maryborough was destroyed by fire. The buildings and stock were insured, but not for the full amount of damage. After insurance claims the company lost in excess of £4000. At the subsequent magisterial enquiry, held in August 1930, Justice of the Peace J. Clifford Burrows found that there were no suspicious circumstances.<sup>25</sup>

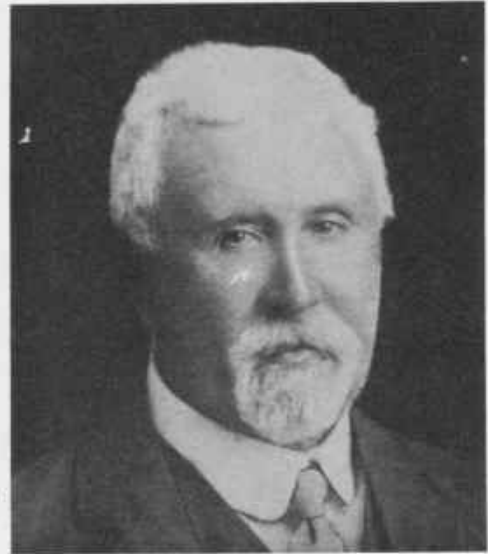
The Dundathu region eventually became well known for the production of coffee under the control of Thomas Bromiley. Bromiley had emigrated from Manchester with his parents and settled in the Maryborough region. He moved to Point Vernon in 1880 and later he and his wife selected a property at Dundathu. Bromiley was a pioneer of coffee cultivation and later marketed his produce as Mecca Brand Pure Coffee.<sup>26</sup>

## Wilson, Hart and Bartholomew

Andrew Heron Wilson was born in Ayr, Scotland, on 24 August, 1844, the son of Andrew and Jean Wilson, (nee Heron). He was educated at Ayr Academy where he studied law, however, because of ill health doctors recommended that he spend some time travelling in warmer climates. In 1863 he left Scotland aboard the *Prince Consort*, landing at Maryborough in April 1864. He had brought with him sufficient capital for investment and he soon afterwards met Robert Hart and James Bartholomew, both experienced timber millers who were also considering a sizeable capital investment. The three men entered into a partnership for the establishment of a sawmill in Maryborough. In 1866 Wilson returned to Scotland with Hart and purchased a saw-milling plant.<sup>27</sup>



Left:  
A.H. Wilson M.L.C.  
Source - Maryborough,  
Wide Bay and Burnett  
Historical Society.



Right: Robert Hart.  
Source - Maryborough,  
Wide Bay and Burnett  
Historical Society.

Bartholomew was born in 1834 at Stirlingshire, Scotland. His experience in saw-milling was extensive. Prior to coming to Australia he had worked at Martin and Company's sawmill in Dublin - reputed to have been the largest of its kind in the country. After arriving at Maryborough in 1862 he had worked as manager for Gladwell and Greathead's Union steam mill in Kent Street until forming the partnership with Wilson and Hart.<sup>28</sup>

Hart too was Scottish, born in Glasgow in 1842. A carpenter and joiner by trade, he had arrived at Brisbane in 1863 aboard the sailing ship *Golden City*. Hart did not remain in Brisbane very long and soon after his arrival moved north to Maryborough, probably arriving at the town in 1864.<sup>29</sup>

In September 1866 the milling equipment arrived aboard the vessel *Maryborough*. The mill was erected at east Maryborough - now Granville - close to the large stands of timber on that side of the river where the partners also constructed their own wharf.

By May the following year the company was advertising that the mill was ready to begin supplying timber. Wilson, Hart and Bartholomew's saw milling operation was immediately immensely successful and over the following decade the business grew rapidly, the complex was some two hundred feet long and contained a large number of buildings.

The flood of 1875 severely damaged the mill and James Bartholomew was drowned. Precise details of Bartholomew's death are obscure. The flood waters had reached about two feet into the mill and Bartholomew had been speaking to Hart a few minutes prior to his death. He said that he was going to his house to check that his wife and family were safe. Hart watched him go and never saw him again. Several sailors aboard the schooner *Douglas* later stated that they had seen Bartholomew step from his verandah into the water. Bartholomew had been a strong swimmer and had not feared the flood waters. However, the sailors stated that he seemed to stumble and fall and cried out as the water began to sweep him away. His cries continued for a while but none of the watching sailors, nor anyone else, went to his aid. His body was later found in the river below Dundathu.<sup>30</sup>

After Bartholomew's death the company carried on under the name of Wilson and Hart.

In 1881 they too suffered a massive fire which destroyed the plant and machinery and cost the company some £16,000. At the height of the fire the roofs of some of the buildings were white hot and even machinery standing in the sheds was glowing cherry red in the immense heat. Schooners on the river were quickly moved downstream and for a while it was believed that the town's powder magazine, situated close by and filled with dynamite, would be in peril. The fire impacted greatly on the mill workers - then some sixty in number - and more than one hundred timber-getters who provided for the mill. New machinery had been imported from England only about two and a half years previously, and all this was also destroyed. Insurance companies charged very large sums to provide insurance cover for sawmills and the Wilson and Hart mill was only insured for a quarter of its value.<sup>31</sup>

A new mill was built by the company on the river bank near Queen's Park. The business was formed into a limited liability company in 1890 and continued to expand.





*Goori - Wilson Hart's wharf 1958. Note the trolley of firewood on the wharf which is waiting to be loaded onto the vessel. The Goori had no main engines, its boiler was used to power auxiliary machinery. Neil Simpson's collection.*

Shipping was also a major part of the company's operations. The firm purchased its first ship on 23 October, 1876, a sixty-two tons topsail schooner named *Crinoline* which was acquired for £305. This two masted vessel remained in the company's service until 3 January, 1890, when it was sold as it lay in the Fitzroy River. Another topsail schooner owned by the company was the *Royal Duke*, both this ship and the *Crinoline* were at the sawmill wharfs during the fire of 1881 and had to be cut adrift in order to save them.<sup>32</sup>

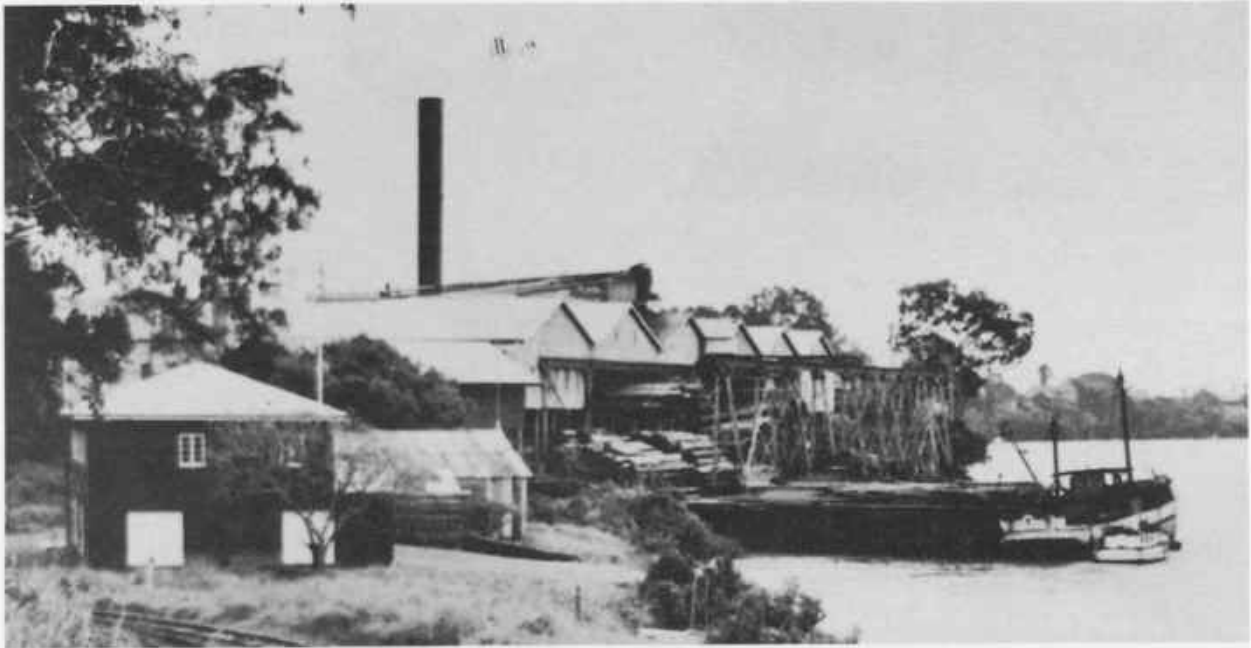
Hart made three trips to England for the purchase of the steamers *Sylvan*, *Queensland*, and *Bopple*, which he had constructed to his own design. Other vessels owned by the company included the schooners *Patonga*, *Lavina* and *Annie*. The *Lavina* was wrecked on Magnetic Island during the cyclone of 1896 and in 1910 the *Annie* was finally sold for £250 to New Guinea traders.<sup>33</sup>

The company expanded into various regions including Kadanga, Theodore and Miriam Vale, and in 1890 the mill at Maryborough was the first to install a drying kiln to season the timber, superseding the old open air drying method.

In 1914 the company purchased a 4145 acre property known as Teresa Vale near Gympie. This property was purchased primarily for its standing pine and resulted in a harvest of approximately eight million feet of timber. The property was later sub-divided into twelve blocks and sold. In 1926 a large block of standing pine was purchased in the Goomeri district and a mill was erected there to handle the timber. In 1927 and 1928 extensive and expensive additions were made to the mill's machinery adding one hundred per cent to its output capabilities.<sup>34</sup>

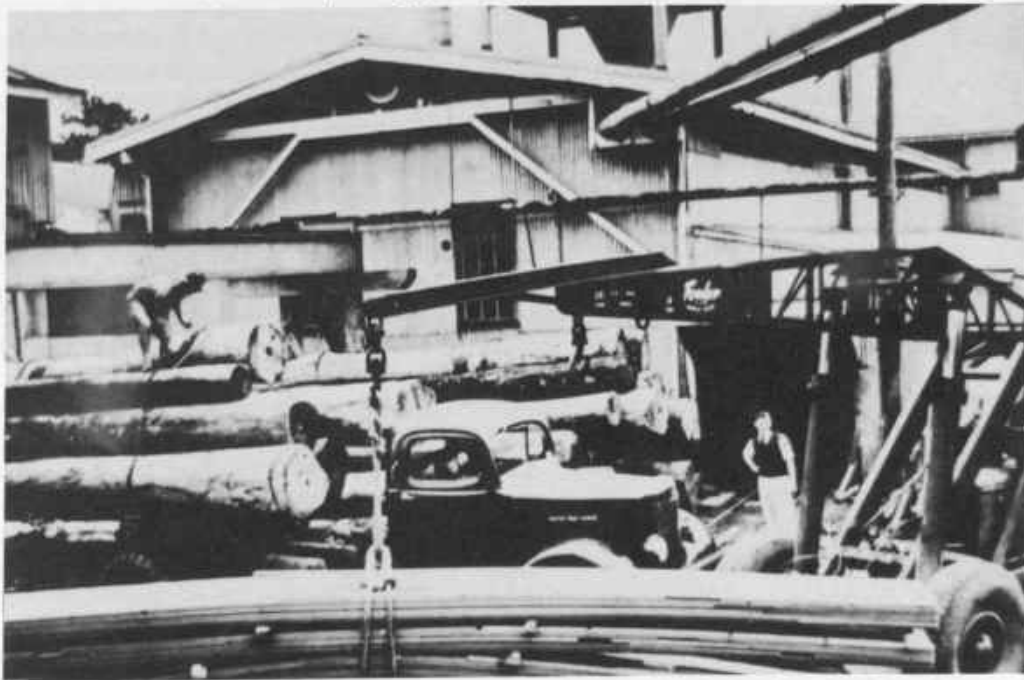


*Wilson Hart's wharf - unloading logs from Lass O'Goori early 1905. Neil Simpson's collection.*



*Log Barge Lass O'Gowrie at wharf with the tug Tradewinds.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.

*Timber being unloaded with mobile crane. Wilson Hart.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.



Andrew Heron Wilson died at his residence, Doon Villa, at 10 a.m on 29 August, 1906. His death had been expected as several weeks previously he had suffered an 'apoplectic fit' and had been confined to his bed. The cause of his death was recorded as heart failure. When news of his death became known in the town, flags were flown at half-mast.<sup>35</sup>

Robert Hart was the last surviving partner. He lived until 28 December, 1922, when he died, aged eighty, at his residence in Elizabeth Street.<sup>36</sup>

The mill was again destroyed by fire on the morning of 4 November, 1934, with estimated losses of around £30,000. This was especially disastrous for the company as the fire came at a time when all Maryborough saw-milling businesses were experiencing an increase in operations and were fully staffed.<sup>37</sup> Dozens of men were immediately placed out of work and for more than a month it was not known whether or not the company would rebuild the mill or cut its losses. The decision to rebuild the mill was made at a meeting of shareholders held on 7 December, 1934, and the general manager, J. McIlwraith, was instructed to proceed to America to select the most modern milling equipment then available.<sup>38</sup>





*The Lass O'Gowrie shipping timber from Fraser Island. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The new mill was completed by 1936. Contractor for the erection of the buildings was Maryborough builder W.E. Ferguson. It was opened by the Queensland governor, Sir Leslie Wilson, on the morning of 5 October, 1936. Wilson stated: 'I have been over a great many mills throughout the state and certainly this is the most up to date I have seen.'<sup>39</sup>

Other sawmills to operate in the Maryborough district included the Steadman mill at Big Mick's Flat which began operations in 1862 with a high pressure, sixteen-horsepower engine and vertical and circular saws.<sup>40</sup> The Taylor brothers mill was on the corner of Queen and Zante Streets. This mill later came under the control of the Q.N. Bank and was leased to Thomas Griffiths in 1903. It burned down under mysterious circumstances on 26 May, 1903, and after an exhaustive magisterial enquiry held before Police Magistrate F. Vaughan, a man named William Alexander Henderson was charged with arson in September the same year.<sup>41</sup>

The Armitage milling operation was established in 1875 near Mungar. Henry Armitage was very much an adventurer. He was born in Dublin in 1843 and in 1852 he came to Australia with his parents. In 1861 when he was eighteen years of age he moved to Queensland. The following year he arrived at Maryborough where he quickly became involved in timber and saw-milling.

His business enterprises included that of the hardwood sawmills at Mungar, and a pine sawmill in Maryborough.

Associated with Armitage in his timber-getting enterprises was his brother-in-law, C. Allan. These two men visited the upper reaches of the Mary River and it was claimed that they were the first to demonstrate that logs could be 'freshed' down the river. This developed into an important phase of the timber industry in the early days.

Armitage's quest for timber led him into many adventures, including a trip to the Burnett River heads with his brother-in-law during which they almost lost their lives. They had been told by aboriginal people that there were large stands of cedar in the region, and in 1865 the two set off in a whaleboat with an aboriginal crew and guides in search of the forests. The party reported that the river was navigable; but they found only a few cedar trees. However, during a violent storm the boat was wrecked and the two white men were forced to return on foot to Maryborough.

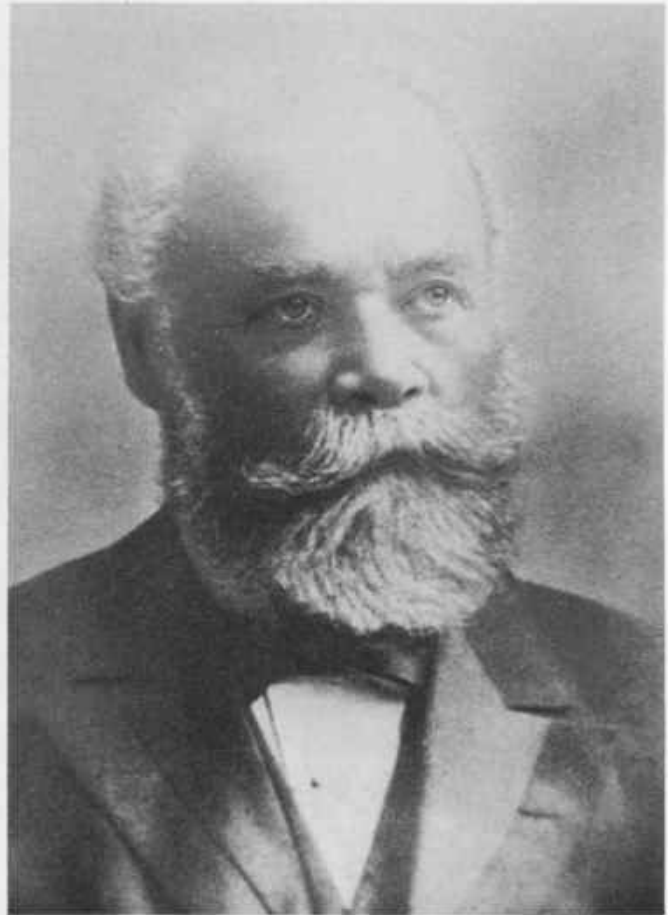
The mills were, in the long term, not as successful as Armitage would have wished, small country sawmills were closing down as the larger mills were awarded most of the major contracts, and Armitage finally settled at Pomona where he spent the remainder of his life. He died at Pomona aged eighty-three years, on Friday 11 September, 1925.<sup>42</sup>

## The National Sawmills

The National sawmilling operation at Maryborough was established by Richard Matthew Hyne. Hyne was born in 1839 at Stoke Fleming, Devon, near Dartmouth, the son of Thomas and Mary Ann Hyne (nee Mathews). In October 1863 he married Elizabeth Lambert at Westbourne Grove, London, and soon afterwards they and Richard's brother, William, left England aboard the *Fusilier* for Brisbane, arriving in August 1864. For the next three years Hyne worked in Brisbane as a building contractor, he was one of thousands who rushed to Gympie after Nash's discovery in October 1867, and in Gympie he prospered.<sup>43</sup>

By 1870 Hyne was the licensee of the Mining Exchange Hotel at Gympie, a large establishment with four sitting rooms and sixteen bedrooms.<sup>44</sup>

Several years later he moved to Maryborough, realizing that the port was growing rapidly now that Gympie had established itself as a permanent goldfield. Soon after his arrival he purchased the lease for the Royal Hotel with an option over the freehold which he also later purchased. However, it was not a time of happiness for the young man, his wife Elizabeth died during childbirth in June 1879 at the age of thirty-five, and after this traumatic event he leased the hotel to R.J. Denman and travelled north for several months.<sup>45</sup>



*Richard Matthew Hyne.*

Source - Maryborough, Wide Bay and Burnett Historical Society.

It was during these months in the north that Hyne probably first became aware of the extent of demand for timber in those regions. Centres such as Bowen and Townsville were expanding rapidly and there was a huge demand for sawn and dressed timber. Realizing that large amounts of money were to be made in the industry, Hyne decided to invest heavily. He secured a suitable site for a mill on the banks of the river, ordered two boilers from Walkers, and travelled to England to buy the latest milling equipment from the manufacturers, T. Robinson and Co., of Rochdale.<sup>46</sup> Hyne returned in 1883 and the machinery arrived soon afterwards. The *Maryborough Chronicle* later reported: 'Under the personal supervision of Mr Hyne himself, and Mr Bromiley his manager, assisted by Mr John Murray, consulting engineer, the elaborate machinery has been put into position and will commence work on the huge collection of splendid pine logs which Mr Hyne has, with business forethought, accumulated on the ground ready for the saw.'<sup>47</sup>

The mill was situated on the bank of the river between Walkers' shipyards and the Union sawmill. The buildings were described as being 'lofty, 110 feet square, and well designed.'<sup>48</sup> The mill floor was raised seven or eight feet from the ground in an attempt to safeguard the machinery from flood waters, although this proved to be no protection, the mill and adjacent workmen's cottages were flooded in 1890 and again in 1893, after which the operation was moved to higher ground.

Hyne purchased two sailing ships for his timber operations, the *Mayflower* and the *Agnes*, both of which made regular voyages to the southern and northern markets. The fleet was later enlarged with the addition of the steamer, *Hopewell*.

In his public life Hyne was energetic. He was one of the prime movers behind the establishment of the two Grammar Schools, the Central State School and the gas works. He served as an alderman on the council and later, in 1878, as mayor. In 1893 he entered politics, was elected junior member for Maryborough and sat in the Legislative Assembly for three years. He was reported to have been a powerful speaker with a '...rich resonant voice that many a public orator might have envied.'<sup>49</sup>



*Hauling logs by steam train, Fraser Island. Source - John Oxley Library print number 10776.*



*Logging on Fraser Island.  
Source - John Oxley Library print  
number 1141.*

In 1888 Henry James Hyne, Richard's son, was taken into the firm as a partner and the company of Hyne and Son was born. During the same period Richard Hyne was instrumental in working towards the establishment of a flour mill in Maryborough. The mill finally opened in 1892.<sup>50</sup>

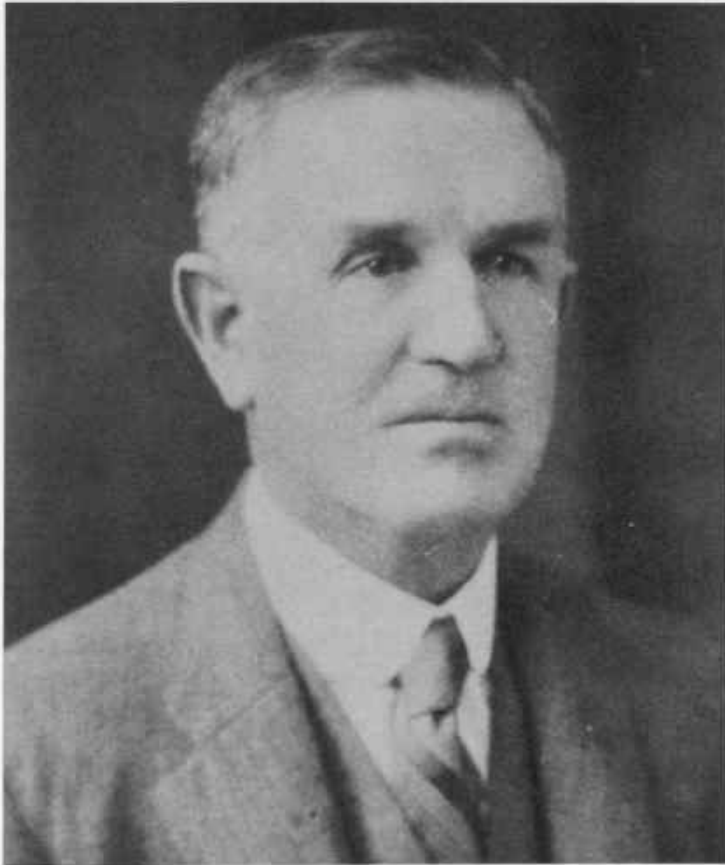
Hyne, accompanied by his two daughters, left for another long trip to England in late April 1899,<sup>51</sup> returning to Maryborough in October the following year where they were met at the railway station by some of Maryborough's leading businessmen and given a reception at the Royal Hotel.<sup>52</sup>

Hyne died suddenly of, 'hemorrhage of the lungs', on 5 July, 1902, the *Chronicle* later reporting, '...the members of the family were completely prostrated by this terribly unexpected blow, and Mr Hyne's many friends were stunned and grief-stricken when they heard the news.'<sup>53</sup>

For two years prior to his death he had been involved in extensive building and renovations to the Royal Hotel, however, he died before these renovations were completed.<sup>54</sup>

At his death the saw-milling operation was taken over by his son, Henry James Hyne, who energetically expanded the business and installed the latest saw-milling machinery from England.<sup>55</sup>





H.J. Hyne. Source - Maryborough, Wide Bay and Burnett Historical Society.

Henry Hyne was born on 8 August, 1867, in South Brisbane. He was educated at the Maryborough Primary School and the Boys' Grammar School, of which his father had been a foundation member. He won a scholarship to Sydney University but declined the offer and entered the Commercial Banking Company of Sydney before accepting a partnership in his father's firm. He established a shipping business, owning several schooners and the steamer *Hopewell*, and he served on the council for nine years, occupying the position of mayor for two periods, the first in 1913, the second in 1918. He was a staunch patriot and spent a considerable amount of energy in raising funds during the Great War.

Henry Hyne died at his home in Lennox Street on the morning of 17 July, 1936.<sup>56</sup> The business, under the control of Lambert Hyne, continued to flourish. Lambert Hyne was an aggressive businessman, restless and relentless in his drive for better business practices and more efficient milling. He started in the business as an office boy on 7 April, 1921, his father being determined for him to come up through the ranks and to have a sound understanding of the entire

operation. He rose through various executive ranks until taking over from his father. He travelled to the United States approximately every three years to improve his knowledge of modern milling methods and he admitted himself that he did not suffer fools gladly. Articulate and profoundly proud of his achievements and the achievements of his company and family, he stated in 1968: 'I hope I never get complacent and oppose change just because it involves effort.'<sup>57</sup> He retired from the business at the age of seventy-seven, on 31 March, 1980, and his son, Warren Hyne, became general manager.<sup>58</sup>

Through the mid 1980s the company went through a program of extensive expansion with the addition of a \$6.5 million saw-milling complex. This included a high technology softwood sawmill and wood processing complex, fifteen kilometres from Maryborough which was based upon logs taken from the Tuan-Toolara Forest Plantation.<sup>59</sup>

## Fairlie and Sons.

Another of the largest timber merchants and manufacturers in the Maryborough district was James Fairlie's door and sash factory. James Fairlie senior came to Australia with his family from Glasgow in 1862. They sailed aboard the immigrant vessel *Helenslea* in April that year and landed at Moreton Bay in August. Also aboard the vessel was Robert Philp, who later became premier of Queensland, (7 December, 1899 to 17 September, 1903).

James Fairlie and his family spent only a few weeks in Brisbane before James took ship to Maryborough and Rockhampton searching for the most likely place to set up business as a builder. He quickly decided upon Maryborough and brought his family to the small township, arriving in August that year. His son, also named James, was about twelve years of age at the time, he and his father worked together in building a modest cottage as the family home - James attending school and working with his father during the evenings. When he was fourteen he was working at Wilson Hart's mill, reportedly with two men subordinate to him.<sup>60</sup> In 1868, at the age of sixteen years, he began working in partnership with his father and their factory began to become increasingly well known for its quality products. The press later reported:

Some of the original buildings of the steam joinery works set up in 1868 are still to be seen at the company's premises in Richmond Street.

In the 1870s the firm sent samples of joinery work to international exhibitions in the United States and France. These entries were awarded medallions of merit.

Most of the public buildings erected in Brisbane in the last century were fitted with joinery made at Fairlies.

The company ... became James Fairlie and Son and remained under that title until 1884 when James Fairlie senior died. His interest in the business was inherited by Messrs. P.D. and J.A. Fairlie and the company became James Fairlie and Sons. Soon after this Mr. P.D. Fairlie visited the United States. He returned with new machinery which incorporated some of his own ideas.

Business expanded and as well as selling products extensively in Sydney, the company found markets in Fiji, Tasmania, Victoria, South Australia and Western Australia.



*James Fairlie,  
pioneer Maryborough timber merchant.*

... James Fairlie junior, always was much concerned with the maintenance of timber supplies. On a square mile of country in the Seaview Range, 40 miles west of Maryborough, he had a large supply of pine and there he made plantings of cedar seedlings which he had propagated at his home in Maryborough. This was in 1882. The Fairlie forestry area flourished until the disastrous fires in 1900 ... More than 3 million super feet of hoop and kauri pine were destroyed and young cedars also were lost.

Fire hit again in the firm's more recent history. In 1946 the sawmill, joinery works and office in Maryborough were burnt down.<sup>61</sup>



*J. Fairlie & Sons 1905. Source - Maryborough, Wide Bay and Burnett Historical Society.*





*Timber workers at J. Fairlie and Sons. Source - Maryborough, Wide Bay and Burnett Historical Society.*

### Timber-getters.

As we have seen from the experiences of people such as Henry Armitage, the trade of timber-getting was certainly a dangerous one, especially during the early formative years of the township. But it was also profitable. Timber was needed for construction work, houses, hotels and shops, furniture manufacturers required timber of the best possible quality and when the Gympie goldmines started to go down, a vast quantity of timber was required for shoring up the excavations.

The timber-getters were usually men of extraordinary physical strength, they had to be, there were no mechanical means of obtaining, cutting and preparing timber. The massive trees, some up to two thousand years' old, had to be cut by saw and axe and man-handled onto wagons for transport to the nearest water where they could be floated to the sawmills. The men who did this work faced constant danger from aggressive aborigines, storms at sea, falling trees, and from snakes and other wild animals. Initially the timber-getters cut logs and formed them into rafts. The rafts were very large constructions, up to three hundred yards long, the logs being held together with chains which were passed through 'dogs', iron spikes driven into each log. Pine logs would often be placed between hardwood logs, a practice which helped keep heavier logs afloat. Each raft would be manned by two or three men and a considerable degree of skill was involved in navigating the cumbersome craft down-river to the mills. The men were faced with sharp bends in the river, changing mud-banks, low tides and other river craft. The rafts from Tin Can Bay, Fraser Island or Pinalba were towed by the various steamers belonging to the sawmills, the *Sir John Young*, the *Hercules* the *Ceratodus*, and many others. Logs cut at Hervey Bay were dragged by bullock teams to the beach at Pinalba and left below the high tide mark. When the tide flowed in the logs were formed into rafts ready for the steamers. Later it was found to be more expedient and economical to abandon the rafting practice and to bring the logs to the mills in barges or punts.<sup>62</sup>

An interesting example of a timber-getting expedition may be seen in the writings of a man who called himself only 'A Lumberer', and who recorded one of his journeys in search of kauri pine. This lumberer and several other men left Maryborough on a Saturday in August 1866. They travelled by boat from Cowra Flats over to Fraser Island, the wind increasing and the seas rising to such an extent that they were soon taking water over the taffrail block of their small boat. They were frightened, the storm was steadily increasing and a large black and white squall of rain and wind was quickly approaching from windward. The men pushed out their oars and made for a mud bank where they beached the boat as the storm raged over them. They spent several miserable hours on the mud, crouched in the bottom of the boat, canvas sails over their heads as the rain poured steadily down and the wind whipped around them. Finally the storm blew out and they managed to ease their craft off the mud, turning the bows towards Tin Can Bay where, they had been told, there were large stands of kauri pine. Towards evening they saw a light, which, on closing with the shore, they ascertained was a fire before a small bark humpy. They landed and discovered it was the camp of a group of dugong hunters. The lumberer wrote: 'The salted flesh of the dugong was excellent, and, but for the absence of fat, better than beef. For catching the animal the harpoon and net are used, the first is the most sporting way of catching them, and reminds one of whaling excitement, but if practiced too often, frightens the dugong away from the fishing ground.'<sup>63</sup>

The following day, Sunday, the men were up at dawn and into their boat, a strong wind carrying them easily into the bay. At about eleven a.m. one of the men suggested that as it was Sunday, a prayer should be said. This was generally derided by the other men who claimed that prayers were for, 'sinking ships and passengers, but otherwise had no use.' Prayers were not said.

After a brief lunch on board the party ran their boat ashore at the head of a picturesque bay. The lumberer wrote:

The niggers came down to the number of twelve or fourteen and welcomed us with grins and grunts meaning thereby they were willing to do anything for us for flour and tobacco. One old man, grey-haired and whiskered, pulled out of a dirty dilly-bag, the pipe of the tribe, about one inch in length, and implored us to fill it ... I refused him and he began to swear violently in his own language for ten minutes, after which he put a mudlow, or little stone into our livers which he said would ultimately be fatal and which he would not take out unless he got tobacco.<sup>64</sup>

The timber-getters paid no attention to the curse which had been placed upon them. Ignoring the aboriginal people they unloaded the boat, made a tent of sails, lit a fire, boiled a billy and ate a spartan supper before turning in for the night.

The following day, with the old aboriginal man as guide, they set out after breakfast for the kauri forests. They walked through virgin country filled with wildlife, scrub turkeys, kangaroo, bandicoots and pigeons. On the creeks there was a profusion of ducks and curlew, the grass formed a rich green carpet and yams were growing abundantly. Finally they came to the promised stands of pine, massive logs soaring hundreds of feet and enormous trunks beneath a rich green foliage. Having found the logs the men returned to their boat. Now it was time to bring in many more workers loaded with all the equipment they would require to harvest such a wealth of timber. Once on the beach they found that the aboriginal people were gathering around their boat. Many of the women wanted to wash the timber-getters' clothes and demanding flour and tobacco for the service. This was again refused, but instead, to amuse themselves, the timber-getters showed the aboriginal people their own reflections in a mirror. The lumberer stated: 'We got rid of them at last by showing them a looking-glass, their ugliness displayed in which so frightened them they shifted their quarters some distance.'<sup>65</sup>

In 1926 a well known teamster and timber-getter named William James Callaghan was killed during a freak accident while handling his team. The accident occurred when Callaghan and another man named Joseph Currant were hauling logs to Takura. Callaghan's team was leading, when, near a sharp turn in the road, the rear wheel of his wagon slipped over the side of a culvert throwing all the weight onto the remaining three wheels. It was decided to hitch both bullock teams together to pull the wagon free. However, while Callaghan was attaching the block and tackle to accomplish this, the king-pin lifted out of the front axle, and with about six tons of weight thrown onto the rear wheel, the wagon tipped over rolling the logs onto Callaghan whose lower body was badly crushed. It was February, the storm season, a storm had been building for hours and suddenly it broke overhead. Mrs Currant was running to the scene of the accident with a blanket for the dying man when a tree was hit by lightning. The tree exploded showering the woman with fragments of wood, but miraculously she was unhurt. The bullocks, however, panicked and bolted along the road with the fore-carriage and pole trailing behind. The lightning strike which shattered the tree from top to bottom threw part of the tree onto the roadway. It hit the bullocks, killing two of them and breaking the leg of a third. Soon afterwards Callaghan died; his wife was still in hospital after having given birth to a son nine days previously.<sup>66</sup>



*McKenzie's jetty Fraser Island. Source - John Oxley Library print number 54564.*

### McKenzie's Mill.

In August 1918, two men, R.M. Small and A. Thorpe, representatives of Hepburn McKenzie, a saw-miller based in Sydney, spent a weekend in Maryborough during which time they informed the Maryborough press that it was the intention of their employer to erect three small sawmills on Fraser Island. Several months previously it had been announced that the saw-milling firm had secured the timber rights to a large area of Fraser Island. The rights, granted by the Queensland government, allowed McKenzie to cut timber from two 5000 acres blocks on Fraser Island. The area designated was to the east of the North White Cliffs. The company would be cutting hardwood and soft brush wood.

The company intended to bring saw-milling machinery from Sydney and to commence laying tramlines right across the island. They would also erect a jetty, (at a final cost of £30,000), at North White Cliffs where there was a natural deep water harbour.<sup>67</sup>

Originally the company was a private concern, but in April 1919 it was converted into a public company with McKenzie becoming its managing director. The company's rights on Fraser Island permitted them to remove blackbutt, tallow-wood, stringy bark, turpentine and box trees, although the latter two were regarded as being prejudicial to the company's operations as the wood tended to shrink and warp. It was the stipulation that turpentine and box trees be cut which caused major problems for the company, as A.H. Walker, the man who later succeeded McKenzie as managing director, stated in 1926:

In the face of such strong prejudice, the company was obliged to cut all those kinds of timber. Necessarily, the company had to cut all the turpentine and box growing on the two blocks to work the areas efficiently, but the problem arose: Where was the timber to be disposed? In the absence of demand in Queensland, the company's only alternative was to create an export trade to Sydney. The company was next confronted with the difficulty of transport facilities locally, the company was compelled to charter vessels, and in consequence the freight charges were much higher than they would have been under normal conditions. Profit was thus very materially diminished



under the cumulative effect of the big cost of production and the heavy freight charges to Sydney. Under such conditions, McKenzie's were thus confronted with a loss of £500 on every million feet of timber landed in Sydney as against the cost of New South Wales hardwood landed at the same port.<sup>68</sup>

Finding that it was unprofitable to ship their wood south, McKenzie's started work on opening Queensland markets. They investigated the possibility for demand from Maryborough up to Cairns and discovered that although there was demand for several types of timber, no one would buy either the turpentine or box wood. However, the real problems facing the company were centred around the Waterside Workers' Union. When trade within the state had been suggested the Maryborough waterside workers demanded that only they, and not the employees of McKenzie's on Fraser Island, were to handle all timber cargo for ports within the state. It was an impossible situation, the unionists demanded that they be paid from the moment they left Maryborough to the time of their return. This sometimes meant long delays due to poor weather during which the men were paid for doing nothing. The problems had no solution, McKenzie's mill was having difficulty finding markets to which they could supply at a profit, and when the Maryborough workers threatened a black ban, the end of the venture was evident. As the *Maryborough Chronicle* later reported: 'There was, it is evident, no way out of the difficulty; all the Queensland contracts were cancelled. Clearly as far as McKenzie's were concerned, the position was untenable; the directors decided to close the entire mill, and arrangements were made for the sale of the plant. The goose that laid the golden egg was killed.'<sup>69</sup>

The company had lost approximately £100,000 as a result of the over cost in shipping timber to Sydney and by sacrificing their assets on the island.<sup>70</sup>

All the plant at McKenzie's was subsequently sold. An editorial of the *Maryborough Chronicle* reflected the futility and sadness of the event:

Within the last few days the public has witnessed the very depressing spectacle of an important business being shattered and an industrial structure, representing years of unremitting toil, tumbling down under the hammer of the auctioneer. Tens of thousands of pounds' worth of material has been sold for less than a tithe of its original value; hundreds of thousands of pounds' worth of work represented in railway formations and other timber milling facilities, which have no sale value, has been fruitless; it lies buried in the grave of broken hopes.<sup>71</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Thirty-five.

1. M/C. 5 March, 1932, p 3.
2. M/C. 15 July, 1924.
3. M/C. 1 August, 1861, reproduced in M/C. 1 August, 1911.
4. M/C. 19 April, 1919, p 7.
5. *Queensland Heritage*, Volume 1, Number 3, November, 1965, p 11.
6. Ibid
7. Ibid.
8. For further details on the antecedents and careers of both John and William Pettigrew, see, Waterson, *ibid*, p 150. See also, *Queensland Times*, 12 November, 1878 and *Queenslander*, 16 November, 1878.
9. M/C. 3 September, 1923, p 7.
10. M/C. 5 August, 1924, p 6.
11. M/C. 3 September, 1923 p 7.
12. M/C. 3 September, 1923, p 7, and 5 August, 1924, p 6.
13. An address delivered by historian Alice Wilson at Dundathu, Saturday 9th March, 1963, Maryborough, Wide Bay and Burnett Historical Society.
14. Escaped convicts from this settlement were sometimes known to land on the Queensland coast. For example, in December, 1882 three convicts who had escaped from a French settler's farm where they were under forced labour, managed to steal a boat and after a perilous journey of fifteen days, landed, on Christmas Day, at the coast near Bundaberg. Local authorities immediately arrested them. See: M/C. 31 December, 1932, p 3.
15. M/C. 5 May, 1930, p 8.
16. M/C. 3 September, 1923, p 7.
17. M/C. 8 August, 1872.
18. M/C. 10 August, 1872.

19. M/C. 11 August, 1908.
20. M/C. 26 December, 1893.
21. For further details of the life of William Sim see Elaine Brown's paper, *William Sim and the Maryborough Connection*, delivered to the Maryborough, Wide Bay and Burnett Historical Society, 9 May, 1994, a copy of which is held in the society's file number p 34.
22. M/C. 31 January, 1918, p 6.
23. M/C. 5 August, 1924, P 6.
24. M/C. 22 March, 1929, p 4.
25. M/C. 29 August, 1930, p 10.
26. Maryborough, Wide Bay and Burnett Historical Society file C 26.
27. M/C. 30 August, 1906.
28. M/C. 6 March, 1875.
29. M/C. 29 December, 1922.
30. M/C. 6 March, 1875.
31. M/C. 22 October, 1881.
32. M/C. 8 October, 1965, supplement p 2.
33. M/C. *ibid.*
34. M/C. 6 October, 1936, p 2.
35. M/C. 30 August, 1906. See also, Waterson, *ibid.*, p 193.
36. M/C. 29 December, 1922.
37. M/C. 5 November, 1934, p 3.
38. M/C. 8 December, 1934, p 10.
39. M/C. 6 October, 1936 p 2. See also Wilson and Hart supplement of M/C. 8 October, 1965.
40. M/C. 5 June, 1862 reproduced in M/C. 8 June, 1912, M/C. 22 June, 1970, p 25.
41. M/C. 14 August, 21 August, 27 August, 28 August, 29 August, 1903 and 2 September, 1903.
42. M/C. 17 September, 1925, p 6.
43. Maryborough, Wide Bay and Burnett Historical Society file H 31.
44. Hyne, J.R.L *Hyne-Sight*, Maryborough 1980, pp 8-9.
45. Maryborough, Wide Bay and Burnett Historical Society file H 31.
46. M/C. 15 June, 1883.
47. M/C. *ibid.*
48. M/C. *ibid.*
49. M/C. 7 July, 1902.
50. Hyne, *ibid.*, p 30.
51. M/C. 27 April, 1899.
52. M/C. 11 October, 1900.
53. M/C. 7 July, 1902. For further details of R.M. Hyne's career see, Waterson, *ibid.*, p 91.
54. M/C. 7 July, 1902.
55. M/C. 23 January, 1906.
56. M/C. 18 July, 1936, p 8.
57. M/C. 16 March, 1968, p 4.
58. M/C. 1 April, 1980, p 3.
59. For further information on this business see, Hyne, *ibid.* and M/C. 28 January, 1983, pp 11-15.
60. M/C. 31 December, 1932.
61. M/C. 6 June, 1959, p 2. See also M/C. 20 December, 1932, p 2
62. M/C. 21 April, 1937, p 7.
63. M/C. 1 August, 1866.
64. M/C. *ibid.*
65. M/C. *ibid.*
66. M/C. 1 February, 1926.
67. M/C. 19 August, 1918, p 2.
68. M/C. 18 June, 1926, p 6.
69. M/C. *ibid.*
70. M/C. *ibid.*
71. M/C. *ibid.*

## Chapter Thirty-six

### The Mighty Mary in Flood.

Maryborough has endured many floods of varying degrees such as the floods of 1857 and 1863. In February 1863 the town experienced almost two weeks of tempestuous weather which resulted in the river rising to submerge the wharf. The little steamer *Williams* which had reached the Wide Bay Bar on Friday 13th was in such danger that her skipper, Captain Coote, was forced to abandon his cargo. The press reported:

From Captain Coote we learn that the steamer *Williams* was in imminent peril during the storm. She reached the bar on Friday morning but was unable to enter and was compelled to put out to sea. For seventeen hours the little vessel, with hatches battened down, combated the storm, during which time the hope was scarcely indulged by those on board that she could withstand the fury of the elements. She had a few tons of iron on her upper deck - this was thrown overboard to save the vessel as she, with difficulty, rose out of the heavy seas which broke over her. Thus lightened she gallantly mounted the billows and arrived safely in port on Sunday afternoon. Mr Wallace, chief officer of the *Williams*, states that in all his experience on this coast he never witnessed such a storm, and had not the *Williams* been a tight little vessel, in his opinion there would have been none left to tell the fate of those on board.<sup>1</sup>

On 26 February, while the river was still flowing dangerously, a young boy of about fifteen years named James Greer was drowned while swimming alongside the paddle steamer *Queensland*. Greer was articled as an apprentice to the steamer and had come to Maryborough from England aboard the vessel which had been built at Glasgow in 1861.<sup>2</sup>

The next flood, and certainly one of the worst to that time, occurred in March 1864. The *Maryborough Chronicle* described it as, '...the greatest flood that has visited these parts since the first white man settled here.'<sup>3</sup>

It had been raining for several weeks, daily and heavy rain, and at one stage in the deluge the water rose above the banks of the river causing some minor damage. Two or three days of fine weather followed and the water receded. However, on Wednesday 16 March that year, dark clouds gathered, it started to rain heavily and a thunderstorm broke out during the afternoon. A news reporter later stated: 'The storm ... continued until Saturday morning, reaching its height and fury on Friday night when the tremendous wind blowing and the water descending literally in sheets became truly awful.'<sup>4</sup>

The wind and water had caused considerable damage, a store then in the process of erection in Adelaide Street was completely destroyed. Many people - principally newly arrived immigrants to the region who were still living in tents - suddenly found themselves without their canvas shelters. A woman who was giving birth to a child in one of these tents was miraculously uninjured.

As the water rose in the river so evacuation procedures began to take place. Several small boats were requisitioned and people were moved to higher ground. It was a difficult task as the river was littered with planks from the Union sawmills. The only light came from, '...a moon struggling through the thick clouds.'<sup>5</sup>

By the following morning, Saturday 19 March, several houses began to float off into the centre of the river. A few of these were saved by attaching ropes, but many more were lost with their entire contents. The machinery, engines and boiler-houses of the sawmills, most of which had only recently been installed, were all submerged. At Henry Palmer's store, on the corner of Wharf and March Streets, the water had risen to two feet above the floor but most had been kept out of the building with sandbags. However, as the water continued to rise, all the perishables were moved out of the shop.

Palmer's store was particularly vulnerable. This was a two storey stone and brick building, believed to have been the first brick building in the township. During its construction the *Maryborough Chronicle* reported: 'A new epoch appears likely to be inaugurated in our architectural style by the commencement of a pile of warehouses of a really creditable construction, far different from the miserable-looking fabrics hitherto erected.' The report went on to state that Palmer had led the way in such construction and that the building, 'of brick and stone, situated close to the wharf', had great advantages for, 'carrying on an extensive business.'





*Palmer's building on the corner of Wharf and March Streets, later converted to a fish depot and subsequently demolished by order of the council. Source - John Oxley Library print number 59805.*

The building originally had a shingle roof but this was later replaced with galvanized iron. It contained a cellar which was completely filled during the 1864 flood. The original ground floor was of timber. During the First World War the first floor of this building was converted to flats separated by pine partitions. These were believed to have been the first flats in the city. In August 1926 the building was sold to the Fishermen's Cooperative for £367/10/- and used as a reception and distribution centre for fish. The building slowly lost its original identity as Palmer's store and became generally known as the 'old fish depot'. Because of extensive flood damage over the years the council condemned the building in 1964 and it was demolished the following year.<sup>6</sup>

The first farms inundated during the 1864 floods were those belonging to men named Walter Adams and Michael Doran. Adams was wise enough to leave his farm as soon as the water started to rise, however, Doran and his family, hoping that the waters would recede, waited until it was too late to escape. As the water rapidly rose in his house, he and his family sought safety in a barn standing on higher ground. Yet as the water continued its invasion of his land, family members were compelled to stand on a table measuring just two feet by three feet. On this table the whole family, six people, complete with dogs and chickens, perched all night while the water rose to several inches over the top of their perch and the wind hammered at the old building which threatened to fall down around them. Hearing faint cries the following morning, a man in a passing boat finally rescued the beleaguered family.

The largest loss during this flood was occasioned by Gladwell and Greathead's Union sawmills. Around six hundred logs and large quantities of sawn timber were swept away. The men's quarters had also floated down river. The flood rose two feet above the previously highest flood, that of 1857, twenty-five feet above the level of the wharf. One of the heroes of the flood was Richard Bingham Sheridan, who, in a small boat, braved the fury of the storm to rescue stranded townspeople.<sup>7</sup>

The next great flood occurred in March 1870 during which the river rose to three feet above the level of the 1864 flood. The Union sawmills again suffered the brunt of the force and experienced the worst damage. Farmers lost crops and there were press descriptions of tree branches being filled with dead poultry.<sup>8</sup> R.B. Sheridan and his men in the Customs Department again braved the fury of the flood to rescue trapped victims. In one farmhouse a young woman and her family were found asleep as the water rose around them. In the darkness, as the boats moved slowly among the saplings, the crews could hear people in distress calling for help.<sup>9</sup>

The results of the storm and flooding were widespread. The *Maryborough Chronicle* reported:

From Woody Island to the White Cliffs the sea was covered with floating timber and farm produce from the River Mary, and at White Cliffs a large number of blacks were congregated in high glee, collecting with great industry the stuff driven on shore. They had managed to pick up and had stacked a large pile of sawn timber, great heaps of corn in cob, sugar cane, pumpkins and bananas which they were feeding on to their hearts' content ... At the time of our going to press, it was raining heavily.<sup>10</sup>



*Spectators, 1875 flood Maryborough. Source - Maryborough, Wide Bay and Burnett Historical Society.*

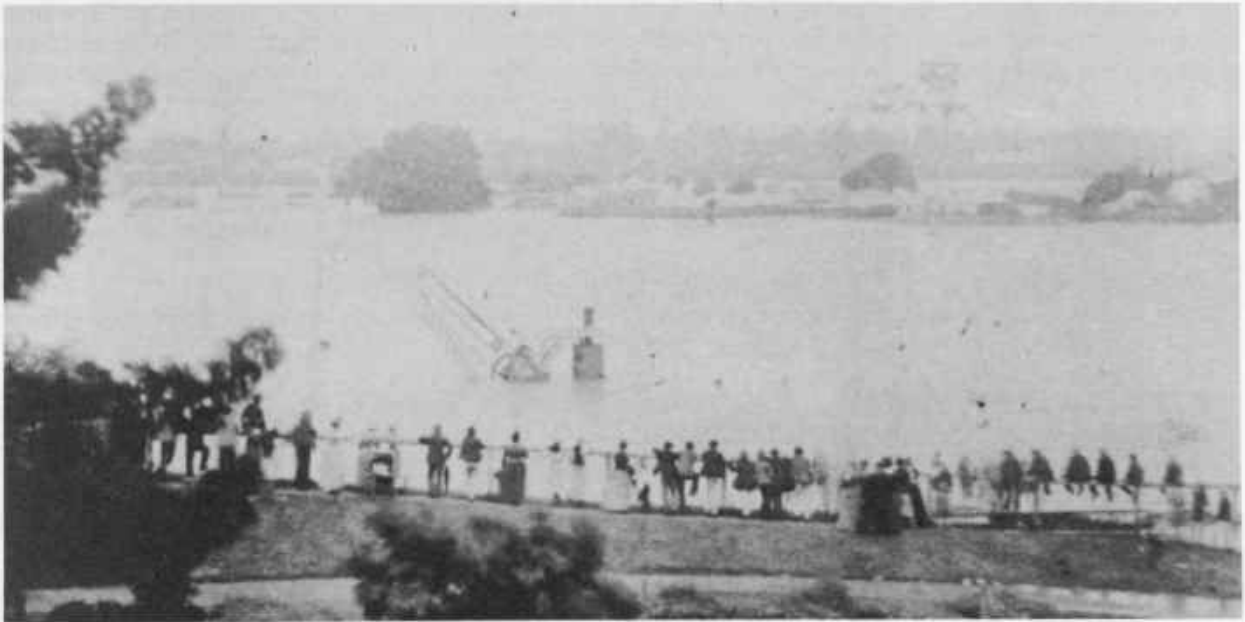
The flood of 1875 resulted in a somewhat remarkable event, that of finding a Maryborough 'Moses in the bulrushes'. The story began with the arrival of a young married couple named Warrell who had landed from England shortly before the flood. They were living in a small boarding house near Palmer's building in Wharf Street. As the flood levels began to rise local residents were becoming increasingly alarmed over the possible consequences, some people were already beginning to believe that another flood, similar to the 1870 flood, was about to devastate much of Maryborough's low-lying districts. A few days later the level of the flood had reached twenty-eight feet, it was still rising rapidly and several houses had been washed away. At the height of the danger a puntman named Jimmy Carberry noticed a ragged clump of pumpkin vines and dragged them to the bank of the river. In the centre of the vines he was very surprised to find a young baby. Why the baby had been placed in the vines has always remained a mystery. Carberry made some investigations and found that the baby belonged to the distressed Warrell couple who were then staying at a hut in John Lane. The child's name was Sydney Warrell. The press later reported: 'Possibly, the parents, finding themselves in a strange country with the sweep of the flood-waters at their doorstep, left him behind when, in blind panic, they rushed to the safety of high ground. Perhaps the responsibility of bringing the baby was left to another member of the family or to a friend who neglected it in the darkness and confusion of a boarding house full of panicking immigrants.'<sup>11</sup>

Sydney Warrell was still alive, aged eighty-four years, in 1959. He lived all his life in Maryborough, working at the sugar mill for a number of years before moving to Walkers and was later an engine driver with the Railways Department which he served for thirty-two years. He inaugurated the railways ambulance service in Maryborough and the first Maryborough scout troop. He was a foundation member of the Maryborough Ambulance Brigade in the days when ambulances were pulled by horses.<sup>12</sup>

Another large flood in 1890 also caused extensive damage, however, the big flood, the worst in Queensland's history, was that of the great flood of 1893. This mighty drenching of the town caused a great deal of heartache and suffering, businesses and houses were ruined, people were killed, stock destroyed.

The event began innocently enough, a cyclone sweeping down the eastern coast of Australia was causing some concern, but it seemed that it would not greatly affect the port of Maryborough. The Brisbane Weather Bureau under the control of its chief meteorologist, Clement L. Wragge, issued a warning on 27 January that, '...suspicious conditions were noted north from Bowen.'<sup>13</sup>

Maryborough residents, remembering previous floods, were watching the weather with some trepidation, and the first indication that the town was about to experience another serious flood came in late January. It had been raining intermittently for some time, showers which had initially caused little concern. However, on 29 January it began to rain heavily. The river began to rise on the night of Tuesday 31 January. The decking of the municipal wharf was under water by 3 a.m., and by 7 a.m. water had entered the lower floors of the Grand Hotel and the government wharf decking was flooded. The morning of Wednesday broke with black, threatening skies and occasional heavy showers. During some of the most violent of these showers the streets were flooded with storm water and many resembled canals.



1890 flood, view from the court-house looking over wharves.  
Source - Maryborough, Wide Bay and Burnett Historical Society.



1893 flood, Bazaar Street looking towards the post office.  
Source - Maryborough, Wide Bay and Burnett Historical Society.

At the municipal wharf at this time was the labour schooner *Helena*. Islander labourers waiting for the *Helena* to return them home were camped in a shed close by. The following day the *Maryborough Chronicle* reported: 'The boys were greatly terrified, being unable to understand the encroaching waters, and many gave way to crying. The captain of the vessel was sent for, and the boys, with their boxes and effects removed on board the vessel which later on was taken down the stream and moored on the Granville side near Wilson Hart and Company's old wharf.'<sup>14</sup>

Other labour schooners, the *Roderick Dhu* and the *Ellen* were also moored at wharfs on the river. The *Roderick Dhu* was taken across to the Granville side and moored out of the main current, the *Ellen*, under Captain Pethbridge, was moored above the Union sawmills, also out of the main current. The steamers *Muriel Bell* and the *Mary* were moored together, both vessels made steam in case of an emergency. The boat ferry pontoons near the Grand Hotel were sunk to avoid being carried away. A small boy playing near the Maryborough Bridge fell into the river and, after some difficulty, was rescued.<sup>15</sup>



The following day the rain continued but slowly diminished in intensity. At Hyne and Son sawmills a large stock of sawn timber was destroyed and most of the small farms in the Pocket were inundated. Police officers went to Island Plantation in a rowing boat to check on residents there. They found that the water had backed up to St Helen's State School and most of the region's farms were partially submerged. The police found that most of the farmers had made preparations ready to move if the flood rose higher. Several farmers had strapped their furniture and effects to the rafters of their homes, many had their pigs and calves penned on their verandahs and fowls were roosting on the roofs. One farmer had his fowls in a boat ready for flight. The police rowed around the bridge opposite St Helen's School and their boat was taken back to town on a trolley.

The steamer *Derwent* arrived from Rockhampton off Dundathu, and the *Muriel Bell* was despatched to take aboard its cargo and passengers. The passengers were brought up river and landed in boats, having been rowed around via Kent Street to a safe landing site.<sup>16</sup>

On Friday 3 February the townspeople were becoming increasingly anxious. The river was steadily rising and Howard Smith and Sons wharf shed collapsed under the torrent of water. Travelling between Pialba and Maryborough was almost impossible, several men and women riding on traps were forced to spend three days at the Halfway House Hotel. They were subsequently made to abandon their traps on the far side of Saltwater Creek and be ferried across in boats.

The first fatality occurred the same day. At around 6.30 p.m., twenty-six years' old John Bell was bathing in Ululah Quarry with a friend named John Head. Bell was a popular lay-preacher of the Wesleyan Church and superintendent of the Sunday School. His house had been extensively damaged during the 1890 flood, after which Bell had moved to Yaralla Street. Suddenly, without a cry or warning of any kind, Bell sank beneath the water and did not rise again. A group of aboriginal men dived into the water and attempted to rescue him, but without success. Bell had been a family man, he left a wife (the daughter of Mr Robert Marsh) and two children.<sup>17</sup>

At the subsequent magisterial enquiry held before George Lionel Lukin on 3 March, a witness named Richard Delaney stated that he had seen Bell disappear and had gathered up the aboriginal men to search for him. Another witness, Abraham Hansen, said that, according to Head (who, coincidentally, was also later drowned in the flood), both men had stated that they were hot that day and had decided to swim in the shallows of the lagoon. However, Bell had said that he would like to try to swim across to the opposite side but had, 'felt shy of it, because he had only learned to swim the previous summer.'<sup>18</sup> Hansen continued:

Head then went to go across and after going a couple of hundred yards he found it easy swimming and so he thought he would go right over, the distance was about 500 or 600 yards; he said he felt a bit exhausted when he reached the bank. Bell sang out, 'How is it?' Head replied, 'It is all right.' Bell was standing up to his shoulders in the water and sang out, 'I am coming across.' Head said Bell was swimming all right, but when near the centre he sang out, 'Oh Jack,' and sank. Head said Bell did not rise again.<sup>19</sup>

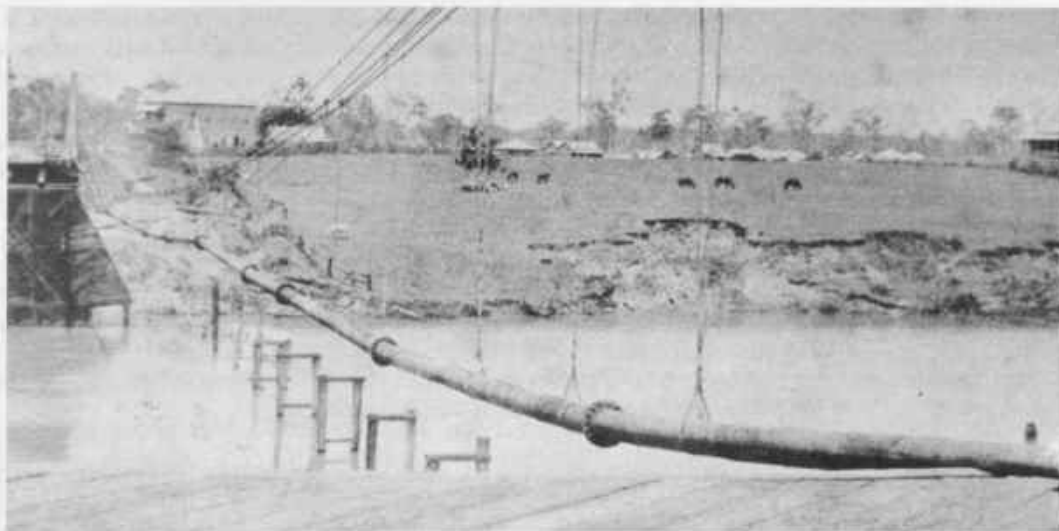
Meanwhile the flood water continued to rise. At 3 o'clock on the morning of 4 February, just prior to the newspaper going to press, a reporter for the *Maryborough Chronicle* wrote:

Alarming conditions! We must confess that at this hour, as we are going to press, the state of the flood and the events just reported are such as to completely upset our anticipations of comparative safety ... Within the last hour there have been ominous crashes up the river, and huge dark masses have been carried downstream, but whether houses, haystacks or timber we could not discern through the thick and heavy rain. Altogether the conditions at this hour are most alarming and it is still raining in torrents.<sup>20</sup>

The river peaked on 5 February, the reporter's visions of disaster were realized and two days later the press reports were headlined: 'The Floods. An awful catastrophe, the town in ruins, a scene of desolation and misery.'<sup>21</sup> The bitter report continued: 'Words and spirits alike fail us when we set out upon a description of the truly awful visitation of flood waters, which, as we write, is slowly releasing the town from its watery embrace. Its extent and appearance will never be conceived except by those who have actually witnessed it ... if the town is not absolutely ruined, it is, at least, utterly prostrated and will take many years to recover.'<sup>22</sup>

The town had been extensively inundated and the Maryborough Bridge (where the Lamington Bridge now stands) had been washed away. The *Chronicle* reported:

One of the greatest of the many disasters caused by the flood has been the washing away of the Maryborough Bridge ... Since this splendid wooden structure, nearly half a mile in length, was first constructed in 1875, it has been predicted of it that it would go in the next flood, but it weathered each one as it came and held out marvellously against the present one until the water



1893 flood. The bridge to Tinana has been washed away. Source - Maryborough, Wide Bay and Burnett Historical Society.

was within about 14 inches of its maximum height and rushing over the decking. On Saturday afternoon (4 February), all traffic on the bridge was suspended on account of the imminent danger, but a gang of picked men were stationed along the bridge armed with long poles with which they pushed down the logs and debris as they accumulated against the bridge and sent them under the decking. But for this there would have been an enormous stacking up of rubbish which would have carried away the bridge long before it did go. However, despite all the efforts to ease the pressure the end came at last, for, at about 7.30 o'clock that portion of the structure from the drawbridge to the Tinana side went with a fearful crunching crash carrying off two of the men who were on it. They swam ashore however, all except a man named George Hogan who was carried down to the Pocket, a distance of about six miles where he passed the night in a tree and swam over to Granville in the morning.<sup>23</sup>

The man who had been swept from the bridge later told his story to the press, and the *Chronicle* reported:

When the Maryborough Bridge was carried away with a crash on Saturday night, about 15 men went with it, but all swam ashore except one, who, for the time being, was given up as lost. This man was George Hogan, a log rafter who, before the sun rose the next morning, was destined to go through as awful an experience as ever falls to the lot of any man. When he was hurled into the seething torrent amidst a great mass of crashing timbers and rubbish, he had on a coat, short trousers and heavy blucher boots. Three times he was drawn far under the water by fearful eddies, and then the great churning up of the water by the collapse of the bridge having subsided, he shot forward with the racing stream into the inky darkness, for there was neither moon nor stars. Gradually he divested himself of his clothing, as he had made up his mind to swim with the current and keep clear of trees and houses until he could find out where he was and then choose the best place to strike for the shore, as he knows the river thoroughly. However, in the darkness he lost his bearings and imagined himself down by Dundathu when he was going over the Pocket. Having been carried into this treacherous portion of the flood-stream, dangerous obstacles threatened him on every side, and before long he was dashed onto the top of a bamboo clump. Here he hung on for a while and pulled off his boots. Then he let go and, after a perilous voyage, clutched at the anchor chain of a large punt as he was dashing past. To this he clung for some time, but thinking the punt was dragging and still believing that he was down by Dundathu, beyond which place he felt there was no hope of rescue, he let go and made for the limb of a tree which he succeeded in reaching. He was then, at about midnight, actually opposite Mr Randall's house in Granville, and seeing the light, repeatedly called out for help. These cries were heard by the Granville people through the night, but they were powerless to do anything. At daylight, after being 12 hours in the water ... Hogan discovered at last where he was, and, determined to make one great final effort, let go and struck out across the river to the Granville bank, which, after a desperate struggle, he reached exhausted and almost unconscious. Mr Randall took him to his house where he has since received every care, and badly needed it, for he was sorely bruised and suffering from great mental distress after his terrible night's trials.<sup>24</sup>

Relief and rescue work during the flood was carried out under often dangerous and difficult conditions. As alarm had spread during the night of Friday 3 February the relief parties were called out, mustering in full force at daybreak the following morning. Senior Constable Thomas King and his crew were the first out in a

large whale-boat. They rowed up to Island Plantation where most of the houses were under water. The first family they encountered were the Curnows, eight people with a small box of provisions standing wet and bedraggled on the banks of the river. They were taken aboard and landed safely. Many other families were living in their attics and refused to be moved, three young girls said they could swim and did not need the assistance of the boat. Several other families, short of provisions and in fear of their lives, were rescued and taken to Maryborough. Having assured himself that there were no more families in danger, King and his crew turned their attentions to saving livestock.

The harbour master, Captain Edward Boulton, and his crew, were also hard at work in the Pocket. Distress signals had been seen coming from the direction of a farm, and when Boulton and his men arrived they found that the farmer, a man named Perry, and his wife, were stranded in a small house on top of a rising knoll of land. Perry and his wife had fled their farm as the waters had encroached on the night of Friday 3 February. Two of their children had been carried on their parents' backs as Perry and his wife had waded through water which had risen to their chins. Several other children were floated out in a bathtub.

After the collapse of the bridge more distress signals were seen coming from the Tinana side of the river. Thomas King, who had recently returned from his rescue mission to Island Plantation, immediately volunteered to cross the surging river. The whale-boat was trolleyed down to the water and launched. It was now 10 o'clock at night, and, in appreciation of their courage, as the men pulled away into the darkness, a rousing cheer was raised by the spectators. The *Maryborough Chronicle* reported: 'Before reaching the current the men stripped to the skin so that if the worst befell them they would not be encumbered by any clothing.'<sup>25</sup>

However, the distress rockets were, in fact, only signals from men who had been working on the bridge prior to its collapse, the signals were intended to let their friends know that they had escaped the disaster. Other distress rockets were seen coming from White and McGregor's land and the boat's crew went immediately to their assistance. Over the following days several more rescues were made and provisions were taken to families who had decided to remain at their isolated farms.

By 8 February the waters had receded far enough for the preliminary clean-up to begin. Shops in Kent Street were inundated with mud and carts of debris were taken to the river to be dumped. The town hall, the School of Arts the police station and prisoners' cells were layered with mud. Wooden floors were sprung and furniture ruined. Of the churches, the Presbyterian fared the worst, the seats were warped and discoloured but the organ had escaped damage. The Catholic Church had also been flooded and its seating was covered with mud. The fire brigade was hosing down the streets, pumping out cellars and flushing mud from the shops. News also arrived that another man had been drowned during the height of the flood. The victim was John Head, who, as we have seen, was a close friend of the first flood victim, John Bell. Head had been working at the Grand Hotel on Tuesday 7 February when he entered the water to reach a dingy. After climbing aboard the boat he almost immediately lost his balance and toppled overboard. According to onlookers, Head had appeared to be swimming for a telegraph post when he suddenly sank and did not surface. A number of bystanders stripped and dived into the water in an attempt to rescue the man but they could find no trace of him. The police immediately dragged the river but the irons became fouled with wreckage and, as it seemed certain that the body had been carried away by the current, the search was called off. Head had been a married man, a gardener who, according to press reports, was much respected in the community.<sup>26</sup>

Head's body was recovered two days later when the water had receded. It was close to the municipal wharf, just a few yards from where he had disappeared.<sup>27</sup>

At the subsequent enquiry held on 3 March, a witness testified that Head had had no fear of the water and had been a very good swimmer. He had jumped into the water in an endeavour to get to a boat. In the boat at the time was a man named Granville D. Steadman, who later testified:

On the afternoon of 7th February (I) was in March Street near the Grand Hotel, it was flood time, the water was about a foot below the first upper floor of the hotel. Someone at the hotel asked me to bring the dingy over as he wanted to come on shore; (I) think it was the deceased, he was sitting on the window sill, he only had a pair of trousers on. (I) took the dingy over to the verandah of the hotel about 10 yards from the window where the deceased was sitting ... Head then jumped into the water and swam to the boat and got in and (I) said to him, 'If you could swim to the boat why could you not swim ashore and not waste my time?' Head said, 'Never mind, go to the window for my mate.' He was standing up in the boat trying to push it along the wall. He overbalanced and fell into the water between the hotel and the boat. He came up at the stern of the boat and struck out for the shore. (I) heard people singing out, 'Catch him Steadman or he will drown.' The current was very strong and it carried the boat over to Palmer's store on the opposite side of the road. The deceased sank in the meantime.<sup>28</sup>



Also on Tuesday, James Cran of Lindah plantation, with two other men and several islander labourers, were attempting to work a large juice punt back into the river to avoid having it left high and dry by the receding waters. However, their winch suddenly broke and the punt was drawn swiftly downstream by the current. In panic, the islanders jumped overboard but Cran and his two assistants stayed on board. Two other men saw their predicament and started after them in a boat. Cran and his associates were rescued while the punt continued its erratic journey down-river. Meanwhile, the police had been informed of the runaway punt and Thomas King with several other men went by boat up-river to meet the punt at Baddow. They followed the punt and at a convenient moment scrambled aboard. They finally managed to get the vessel under control and dropped its anchor.

About thirty-three houses had been swept off the Granville flats and not a single house was left standing there. From the bridge around to the wharfs approximately one hundred and fifty houses had disappeared. The *Chronicle* lamented:

Certainly, as the water recedes, most extraordinary blanks strike the eye where clusters of dwellings formerly reposed. The Botanic Gardens yesterday were a hideous sight and covered with rubbish and ruined merchandise ... Mr McGuigan, the manager of the Island Plantation and his wife and some relations appear to have had a narrow escape with their lives in the flood. The punt which he had moored to the house to move in should he be compelled by the rising waters, was carried away by a drifting log, and the party had to be rescued through the roof of the house which was covered shortly after it was vacated.<sup>29</sup>

Shipping on the river during the height of the flood was also in serious danger. Most of the vessels dragged their anchors and many were cast on shore. Captain Fry, the skipper of the schooner *Agnes* later stated:

The schooner ... rode safely at her anchorage until an early hour on Saturday when the Granville Hotel came across her bow, carrying the anchor out towards the stern, and the lines had to be cut to prevent her from going up into the paddock. She drifted to the rocks opposite Mrs Ramsay's house, when the anchor caught again and she hung on until 10 p.m. on Monday when something of a heavy nature travelling along the bottom of the river broke the anchor out and she drifted down as far as Anderson's old slip when the anchor took hold again, the object, whatever it was, being still on the anchor chain.<sup>30</sup>

Fry also stated that while lying at anchor he counted over sixty houses floating down river on which were scores of live rats and many cats. He added that he had seen many horses, cattle and pigs swimming with the current amid dozens of dead farm animals.<sup>31</sup>

On 8 February a man named Wells was swimming across the river to rescue some casks of wine when he spotted the naked body of a man floating face down in the water. However, he could not grasp the body and it floated quickly downstream. The identity of this body still remains a mystery.<sup>32</sup>

The cost of the flood was incalculable, businesses were destroyed, houses carried away. Sugar mills, barns, stables, cottages, factories, fields of crops and livestock were all destroyed. The losses at Walkers alone were estimated at around £8000. Hyne and Son's losses were around £25,000, more than a hundred families were homeless and completely destitute. The *Chronicle* reported:

A truly pitiable sight was witnessed in town yesterday when a large number of homeless people who had found a refuge on the dredge when lower Kent Street was inundated, wended their way painfully to the (immigration) depot. Hardly one of their number possessed anything in the world more than what he or she at that moment stood up in, as houses, furniture and clothes had all been washed away ... Those who observed this sad spectacle could not but feel deeply moved with compassion and sorrow. Those who have only had their pockets touched by this universal calamity are to be congratulated on their good fortune in the face of the condition of those who have lost their homes.<sup>33</sup>

As the townspeople continued with the work of clearing away debris and recovering those items of their property which could be salvaged, many people complained that looting was taking place, which, according to press reports, was, '...being carried on in a most bold and defiant manner.'<sup>34</sup>

When the river had subsided a relief fund was almost immediately organized. The fund was aided by monies held from previous floods, totalling £624. The first subscriptions added a further £265 to that figure.<sup>35</sup>

The supply of gas and water was a problem. Gas had been completely cut off by the floods and the water pipes which ran over the Maryborough bridge had been severed. Wrought iron water pipes were eventually placed over the river but the town remained in darkness for a week after the flood. When gas was eventually restored the *Chronicle* bitterly complained: 'Gas light made its welcome appearance in town last night after a week of dismal darkness, but was so mixed with air as to be of little use as an illuminant. Last night the gas, after burning well for an hour, became wretched again, and it is to be sincerely hoped the Gas Company will have things all right today.'<sup>36</sup>

The flood waters had only just receded when a second flood hit the town, the waters rising again on Sunday 12 February and covering the wharves by the following day.<sup>37</sup>

There were, of course, many ships wrecked during the cyclonic conditions which had caused the flooding, and dozens of lives were lost. One of the ships which experienced such loss was the *Daphne*, wrecked on the Wide Bay Bar at the height of the storm. During a magisterial enquiry held at Maryborough in February that year, full details of the tragedy were revealed. According to Alexander Patience, the only survivor of the wreck, the *Daphne*, with a crew of six and one passenger, had sailed from Sydney for Dungeness, U.S.A. with a cargo of sixty tons of coal, forty tons of kerosene and sixty tons of general stores. The journey had been uneventful until they were anchored to the north of Double Island Point where they were sheltering from the impending storm. However, the storm broke with such fury that the lifeboat was carried away and part of the foremost topmast was broken. The anchors were slipped and the vessel got under weigh, the captain endeavouring to make for the shelter of Fraser Island. They sailed for about an hour with heavy seas breaking over the ship. Alexander Patience at this time was at the wheel with another man, however, the second man was washed overboard and soon afterwards the ship struck the bar then heeled over on its side. Patience was jammed against the wheel and the only person he could see was a passenger named James Nolan of Gympie. He shouted to Nolan, telling him to jump overboard and save himself. Nolan replied: 'It is no good, I cannot swim.' Patience struggled clear of the wheel but was immediately washed overboard. He soon afterwards pulled off his trousers and found a piece of wreckage which he clung to. Throughout that night the tides washed him closer to the shore and the following morning he was picked up by a schooner belonging to Lionel Ching, the Chinese dugong hunter, (q.v.). Patience was given a shirt and trousers by members of the crew and the following day Ching and his men set about scavenging what they could from the wreckage which had been washed ashore close to their camp. Patience later reported that Ching had salvaged two hundred bags of flour, two barrels of dried apples and six cases of kerosene. The body of James Nolan was also found.<sup>38</sup>

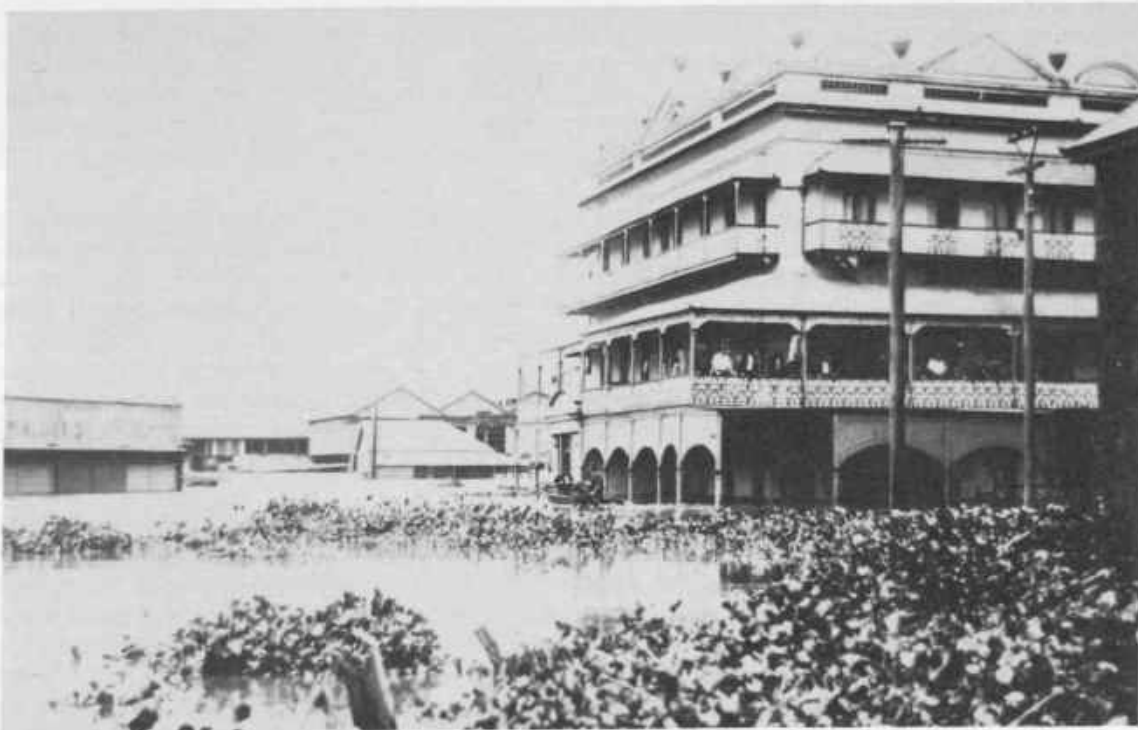
Yet the two February 1893 floods were not the last of the floods for that year. In June another flood equal to the 1887 flood broke the banks of the Mary, wreaked a large amount of damage and took another life, that of Henry Norman, a telegraph line-repairer who was travelling on horseback from Pialba to Maryborough and was drowned on 10 June while attempting to cross the flooded Susan River.<sup>39</sup>

The flood also sank another ship, the *Ellen*, then moored in the Mary River. The ship's mate, Captain Hughes, later stated that he had been in his bunk at 5.30 a.m. on 10 June when he heard a cry from above stating that the ship was adrift. Hughes climbed quickly from his bunk and raced to the upper deck to discover that the ship had parted from its moorings at the government wharf where they had been loading coal the previous day. The anchor was immediately dropped but it would not hold against the strong current. In an endeavour to stop the drift a further twenty or thirty fathoms of heavy chain were paid out. The vessel began to swing correctly at her anchorage when her stern suddenly struck the steamer *Mary*. The current then swung the vessel broadside on to the Wilson Hart company's wharf, breaking some of her planking. Throughout the day the crew fought to save the ship, pumping out the bilges and heaving its cargo of coal overboard. At first it seemed their efforts were going to be successful, the pumping was holding the water at bay and with the cargo overboard the ship was considerably lightened. However, as the day wore on the pumping failed to keep pace with the water, the crew, realizing that the ship was doomed, rushed to collect their belongings, climbed into a dinghy and rowed ashore. They were only ashore for a few minutes when the *Ellen* tilted forward and sank. The vessel settled on the river-bed and the following day her main, top and gallant masts could be seen above the surface of the swollen river. Her cargo had included one hundred and sixty tons of coal and she was uninsured.<sup>40</sup>

Financial relief for all three of the 1893 floods eventually amounted to the somewhat staggering figure of £9303. The widows of the deceased men, Mrs Bell, Mrs Head and Mrs Norman were each given £52. The remainder of the money went to pay for housing, rations, clothes, bedding, furniture, tools and seeds, with £407 being allocated to salaries, advertising, printing, rent, freight, postage and carting. 488 families, comprising 2043 people received assistance from the fund.<sup>41</sup>



*Yengarie refinery at the time of the 1893 flood. Source - Maryborough, Wide Bay and Burnett Historical Society.*



*1928 flood, Grand Hotel, Wharf Street. The foliage in the foreground is water hyacinth swept up from the river. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The successive floods were almost certainly also responsible for the sudden collapse of the Saltwater Creek bridge in December that year. The calamity occurred when a Mr Hanson, a gunsmith of Adelaide Street, was crossing the bridge in his buggy. With him at the time were his wife and three children. He was proceeding across the bridge at a quiet trot when suddenly the horse gave a violent start and bolted frantically over the bridge. The wheels of the buggy had only just left the decking of the bridge when the entire central span of the structure collapsed into the bed of the creek. Two boys fishing on the bridge at the time also had a narrow escape, they were not in the centre of the structure and managed to scramble to safety as the bridge collapsed. Hanson and his family re-crossed the creek in a punt and were returned, shaken but relieved, to town. The event occurred on a Sunday when many Maryborough residents were at Pialba for the day. These people were

faced with a long detour to get home that evening. The bridge, the second one erected at that time, was just twenty years' old and had been frequently patched up and repaired. It was known to be dangerous and the foreman of works had reported its unstable condition to the council twelve months prior to the collapse. However, the event was generally considered as being a blessing in disguise. The council could not be entirely blamed for the bridge, funds were unavailable for the erection of a new bridge and the collapse of the old one was seen by many as a way of forcing the Queensland government into allowing a grant for the erection of a new structure.<sup>42</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Thirty-six.

1. M/C. 19 February, 1863, pp 2-3.
2. M/C. 26 February, 1863, p 2. Not to be confused with the steamer *Queensland*, built in 1894 for Wilson Hart and Co.
3. M/C. 21 March, 1864.
4. M/C. *ibid.*
5. M/C. *ibid.*
6. M/C. 24 July, 1965, p 2.
7. M/C. 21 March, 1864.
8. M/C. 10 March, 1870.
9. M/C. *ibid.*
10. M/C. 15 March, 1870.
11. M/C. 31 October, 1959, p 2.
12. M/C. *ibid.*
13. M/C. 25 February, 1893.
14. M/C. 2 February, 1893.
15. M/C. *ibid.*
16. M/C. 3 February, 1893.
17. M/C. 4 February, 1893.
18. M/C. 4, March, 1893.
19. M/C. *ibid.*
20. M/C. 4 February, 1893.
21. M/C. 7 February, 1893.
22. M/C. *ibid.*
23. M/C. *ibid.*
24. M/C. 8 February, 1893.
25. M/C. 7 February, 1893.
26. M/C. 8 February, 1893.
27. M/C. 10 February, 1893.
28. M/C. 4 March, 1893.
29. M/C. 8 February, 1893.
30. M/C. *ibid.*
31. M/C. *ibid.*
32. M/C. 9 February, 1893.
33. M/C. *ibid.*
34. M/C. 10 February, 1893.
35. M/C. 11 February, 1893.
36. M/C. 13 February, 1893.
37. M/C. 14, 15 and 16 February, 1893.
38. M/C. 20 February, 1893.
39. M/C. 16 June, 1893.
40. M/C. 12 June, 1893.
41. M/C. 5 December, 1893.
42. M/C. 20 December, 1893. See appendices for flood heights.



## Chapter Thirty-seven.

### Coal and its Importance to Maryborough.

The discovery of coal in the Wide Bay region was significant for the economies of both Maryborough and Queensland generally. Yet - amid allegations of political corruption and cronyism - the discovery itself was filled with controversy.

It was long known that there were deposits of coal in the Wide Bay, samples of coal had sometimes been collected along the banks of the Mary River, although these samples were usually so eroded by water that little could be ascertained of their true value.

One of the first inhabitants of the Burrum area was Catherine Woodman, daughter of Michael Shean, who purchased Burgowan station in 1857. This was a large tract of land which included what later became known as Aldershot and Big Mick's Flat. A part of the Susan River flowed through the holding, and, indeed, the Susan River was named after Susan Colbourne, step-sister to Catherine Woodman. Mrs Woodman lived at Burgowan station as a young child and later recalled that the building was a simple slab structure with slits in the walls to facilitate musket fire. Her mother had first married Mounted Constable Sam Colbourne, (also reported as Colbourn), but he had disappeared while escorting prisoners to Brisbane. Mrs Woodman recalled that he had become ill and was left behind with some aboriginal boys. Searchers could later find no trace of him and his disappearance remains a mystery, (q.v.). The Shean family sold the station in 1862 because, '...the blacks were such a nuisance.'<sup>1</sup>

In April 1863 a meeting was held at Aldridge's Bush Inn. Present at that meeting were such notables as Henry Palmer, Doctor Ward, Surveyor Buchanan and P.M. White. Palmer was voted to the chair and he stated that several years previously Government Geologist Stutchbury had claimed to have known of coal seams on the left bank of the Mary River. Palmer said that if coal could be found in payable quantities close to Maryborough there would be a ready demand for at least one hundred and forty tons per week. Buchanan claimed that he had already discovered coal in the Burrum district, but when pressed by other members of the meeting he refused to state exactly where the coal was located without being offered some form of reward for the find. Finally, a committee was formed to investigate the best methods of finding payable quantities of coal.

The principal controversy surrounding the discovery of coal at Burrum lies with two brothers, John and Robert Miller. They were born on the island of Eday in the Orkney group off the north coast of Scotland, their father was a naval surgeon. After arriving in Australia they took up farming at Ararat in Victoria, later travelling in a spring cart with John Linklater and Robert's wife to Sydney. It was their intention to sail aboard a passenger vessel to Brisbane, but the fare of £7 was considered too expensive and they decided instead to build a small boat which they could afterwards use in the timber trade. The vessel, which had a keel of eighteen feet in the style of an Orkney's herring boat, was built at Bay Street Glebe and was christened *Annie*. After a difficult passage during which they experienced very rough weather, they arrived at the Brisbane River at the end of 1862. They used the boat as a lighter for a while and afterwards sailed to Maryborough.<sup>2</sup>

In 1863 they sailed up the Burrum River in their cutter *Annie* searching for good stands of timber and for a site suitable for a sawmill. Along the banks of the Burrum they discovered large stands of timber, ironbark and bloodwood, and they soon erected a modest mill and cottage on the southern bank of the river. Tidal waters were used to turn the water-wheel for the mill machinery and the brothers lived largely off the land, fishing with nets in the river. These were difficult and dangerous times for white settlers. On one occasion a group of aboriginal men besieged the Millers' hut, attacked the occupants and threw a mass of spears into the building. No one was injured but the following day the aboriginal men returned, plundered all the food from the hut, showered the Millers with spears and quickly retreated into the bush.<sup>3</sup>

On 17 April, 1863, John Miller came upon a large lump of coal when he was walking along the southern bank of the Burrum River. He immediately told his brother, Robert, saying that their fortunes were assured.

Working together the two brothers mined a load of this coal and transported it to Maryborough for testing. Local tests were favourable and so too were tests conducted in Brisbane. Maryborough store owner, William Southerden, sent a small quantity of the coal to a Mr Francis, the operator of a steam dredge. After conducting his tests Francis wrote:

In answer to yours respecting the quality of the coals sent to me on board the dredge *Lytton* from Maryborough, I have the honour to inform you that the result exceeds my anticipation. The quantity sent was far too small for a scientific test, but sufficient to prove that they are very little



inferior to the coals of the Hunter River district. I tested them against the Newcastle Wallsend coal, and in equal quantities of silt raised by the dredge, found but little difference in the consumption. The ashes and clinker were accurately weighed (the clinker being scarcely perceptible), and found less than in any of the coals throughout the Australian colonies that I have tested.<sup>4</sup>

For the following two years the Miller brothers continued to bring samples of their coal to Maryborough and to speak freely about the possibilities of developing the Burrum region as a major coal mining centre. The press was reporting:

About twenty tons of coal were brought from the Burrum last week by a Mr Miller, and have since been disposed of to the agent of the Q.S.N. Company to be tested on board the *Queensland*. The previous samples of coal from this locality have all proved of excellent quality, far superior to Redbank coal. The coal brought is obtained without any mining, for it lies on the banks and bed of the creek, and the only difficulty in bringing it in any quantity to the market is one of carriage. The coal cropping (sic) out of the banks of the creek at a spot inaccessible except to barges or boats drawing two feet of water. A company formed with a capital of £20,000, would easily overcome this obstacle. A splendid depot could be formed ... where any vessel could lie, and the whole of the coasting steamers from Brisbane northwards, would be almost compelled to procure fuel there. Then we have every prospect of an Anglo-Indian trade via Somerset, Port Albany, for which a coaling station will have to be formed. Here is a fine opening for spare capital. We would direct the attention of those who have more money than they know what to do with, to this opening for an investment.<sup>5</sup>



William Henry Walsh.

Source - John Oxley Library print number 65891.

That same year (1865) Robert Miller applied to the government to either buy or lease the coal-bearing land, claiming that he wanted to mine the coal without being a trespasser on crown lands. Unfortunately the granting of leases of coal bearing lands could not then be approved as the necessary government legislation had yet to pass through parliament and Robert Miller's application was refused. Shortly afterwards the legislation came into force and the then member for Maryborough, William Henry Walsh, applied for six hundred and forty acres of coal-bearing land which included the coal site discovered by John Miller. His application was approved and the Miller brothers could no longer hope to ever work the coal they had discovered.

The decision sparked considerable controversy. Miller's application was dated 14 August, 1865, Walsh's application 17 August, 1865. Mr R. Cribb, a member of the House, considered that Miller was the true pioneer of coal and that Walsh had taken advantage of knowledge he had gained through his position. Walsh

was reported to have had access to information prior to the publication of the *Government Gazette* which laid down the regulations governing grants of land for the mining of coal. This inside knowledge allegedly gave Walsh an advantage over other interested parties such as the Miller brothers. However, after a lengthy parliamentary debate the motion calling for an enquiry was defeated fifteen votes to nine.<sup>6</sup>

The following is a brief chronology of the events

- 14 August:** Miller informed the government and applied for the lease. He was advised that no regulations governing coal mining were in force but that such regulations would soon be approved.
- 17 August:** Walsh lodged his application for the same land.
- 16 September:** Miller lodged a second application for another eighty acres, but this was rejected because Walsh already had a claim pending over the land.
- 31 October:** Walsh's claim approved.<sup>7</sup>

After Walsh's somewhat flagrant example of jobbery, the coal industry on the Burrum grew only very slowly and did little to further enhance the future economic profits of the Wide Bay region. According to a geologist's report of 1878 the coal mines first started operation in 1866 when galleries were driven into the outcrops of the coal seam on the bank of the Burrum River, just a few feet above the high tide mark. The industry was plagued by floods and for many years little progress was made.

The Miller brothers remained justifiably bitter about their treatment and continued to claim that they were the rightful owners of the coal seams. They lobbied the government and wrote scathing letters to the press, some of which could not be published because of their many defamatory remarks, particularly concerning the career and general antecedents of W.H. Walsh. However, in November 1865 one writer, A.W. Melville, took up the sword on the Millers' behalf, castigating the *Maryborough Chronicle* for not publishing the true facts and praising another newspaper, the *Guardian*, (in Brisbane) for throwing open its columns to, '...the intrepid Miller (and for allowing) the facts to stand before an enlightened public in all their ugliness and deformity.' The correspondent continued:

It is hard to conceive treatment harsher or more heartless than that dealt out to the enterprising Burrum coal mines discoverers. Allow me, Mr (*Chronicle*) Editor, to bring the case home to yourself. Let me suppose that you, not Miller, went to the Burrum three years ago in search of a living for yourself and family. You were fortunate in discovering coal of good quality, and you expend your energy and strength, together with your little fortune of £300. You bring the coal to Maryborough, it is tried, and found all that could be wished as to quality. I and a few others take it into our heads to visit the scene of your industry, energy and enterprise, and instead of prospecting for a coal mine of our own, we covet yours, and, assisted by a just, wise and thoughtful government, we succeed in driving you from your home of honest labor, and your family we rob of their subsistence. Would you like it? Can communities, colonies or nations prosper where the laws of justice are so shamelessly violated and where acts of oppression and wrong of such enormity are perpetrated?<sup>8</sup>

The Miller brothers later carried timber for Gladwell and Greathead's sawmill from Maryborough to Gladstone and Rockhampton. On their return journey they sailed up the Burrum loaded coal and sold it to the steamers and to local Maryborough shipping agents. They also used their boat to load one hundred bags of lime at Rockhampton which was used in the construction of the Maryborough post office. John Miller wrote details of these events from Cairns in 1924 when he was eighty-four years of age.<sup>9</sup>

The man who caused the dispute over the discovery of the Burrum coalfields, William Henry Walsh, was an interesting person, an influential politician whose career was often dogged by controversy. Generally respected and immensely wealthy, he had made his fortune through the judicious use of vast properties such as Degilbo.

William Henry Walsh, the son of William Walsh, was born on 18 December, 1823, at Oxford, England. He was educated at Milton and arrived in New South Wales in 1844. He married Elizabeth Brown on 20 February, 1857, they had four sons and three daughters. In addition to Degilbo station he also owned Monduran and Milton stations.<sup>10</sup>

The *Maryborough Chronicle* once reported of him:

Walsh served in the Parliament of New South Wales before Separation, and in 1859 he was returned for Maryborough and represented the town for about four teen years, his election being invariably marked by excitement and turmoil rarely witnessed in these days. On such occasions all Wide Bay and the Burnett rolled up, and the town was liveliness itself. He was appointed Minister for Works in 1870, and resigned in 1873, but was returned for the Warrego the following year when he also took the position of Speaker of the Assembly.<sup>11</sup>

Walsh was a man of good education and was reported to have had great ability in debating issues. There is no doubt that he was well respected, yet the issue of the Millers' coal claims seems not to have harmed his political career. In 1888 the *Maryborough Chronicle* reported of him:

The sturdy independence which was Mr Walsh's most prominent characteristic won for him a unique position in Parliament, where he held the seat of an honoured representative of the people from almost the date of Separation ... All old colonists will remember the unceasing vigour with which the then member for the Warrego, and afterwards Maryborough, exposed and denounced the humbug and shams of party politics during the sixties, and indeed, during his term of office in the Palmer Ministry in the early part of the seventies. And, oddly enough, it was this very quality of denunciation which won for him the position of first commoner in the land, and brought out those higher qualities of political integrity and wholesome impartiality, which were inherent in his nature.<sup>12</sup>

This report was written when Walsh was accidentally killed in Brisbane on 4 April, 1888. The author of the report had evidently forgotten the burning controversy and public vilification which had surrounded Walsh when he had selected the Burrum coalfields.

However, despite this on-going controversy, by 1866 the coalfield was extending only very slowly and small quantities of coal were being landed on the Maryborough wharf. Several small craft were engaged in coal transport, including two schooners, one of which was the *John Weatherstone*, and a stern wheel steamer.

One of the earliest pioneers to the region was a colourful figure named Captain Matthew Walker, an adventurer, businessman and seaman who undertook a wide array of activities in early Burrum. Walker, who was generally known as 'Alligator' because of his earlier crocodile hunting activities in northern Queensland, is reputed to have been the first man to ship a commercial cargo of coal from the Burrum coalfields to Maryborough. The coal was taken from Walsh's mine to the Maryborough wharf in March 1866.<sup>13</sup>

Walker became involved in the Gympie gold-rush in 1867 where he reportedly earned sufficient money to enable him to purchase a twenty-ton ketch which he named the *James Nash*. With this vessel he sailed between the Burrum, Maryborough and Rockhampton with cargoes of coal, limestone, maize, shingles and other stores. He later established a large orchard on an eighty acre block at Burrum, bred rabbits and harvested oysters. He died aged seventy-two on 14 September, 1897.<sup>14</sup>

However, by 1866 the slowly increasing coal trade from the Burrum was causing some concern for the Maryborough Town Council, particularly in relation to the use of the municipal wharf. Shipments of coal being landed at the wharf were damaging the structure and creating problems with coal dust. To pay for this damage the council decided to charge more for coal than was charged for other goods landed at the wharf, 6d per ton to land and 3d per ton to take coal from the wharf. These charges were only a few pence more than the standard fees for general goods, but they caused a furore within the ranks of those engaged in the coal industry.<sup>15</sup>

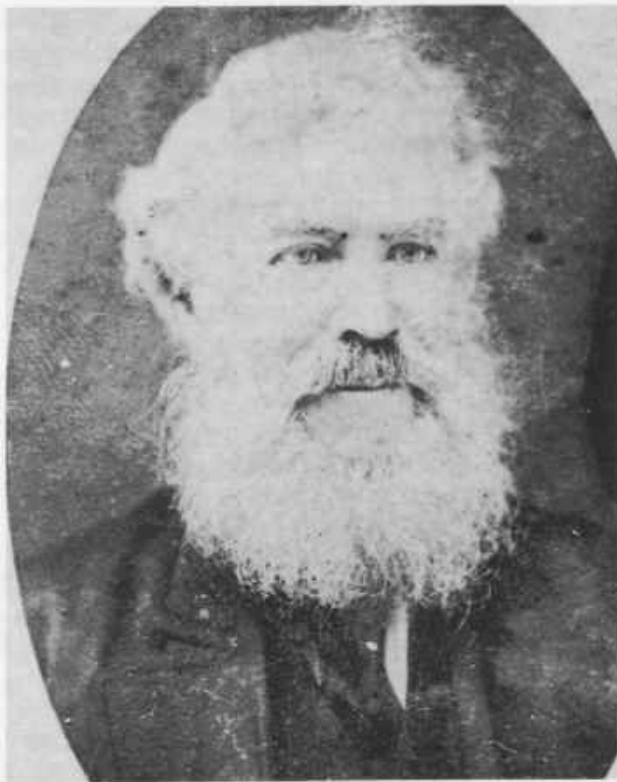
The early years of the coal industry were erratic and often disappointing, as the *Maryborough Chronicle* reported in 1876:

Formerly seams were opened and worked by drives on the river bank ... these coals were worked at their very outcrops. Experts pronounced them as being of high quality, but owing to the system of working, it was found impossible to send them to market sound and clean. Besides, the Burrum, being no exception to our Australian rivers, was subject to the usual floods, hence, at times, with but little notice, its waters came rushing down and the drives were not only deluged, but the excavated coal at their mouths, together with waggons, wharves etc, were literally swept away. Under these circumstances, coal-mining was anything but a rosy game, and soon went to the wall.<sup>16</sup>

Abel Steley, the owner of the Beaufort colliery, deserves special mention in the history of the Burrum coalfields. His dreams were always of coal and he had spent some considerable time prospecting for coal along the banks of the Mary River. In the late 1870s he began to operate his seam at Burrum, sending many cargoes of coal from Maryborough in sailing ships. However, it was not a profitable venture, royalty rates for sales agents were high and the market was insufficient. He eventually gave up the original seam but he did not abandon the dream of making the Burrum into a significant coalfield. For many years he and his family worked towards realizing this dream. His son, who worked at other occupations, helped to finance Steley's constant endeavours to find a good workable seam.<sup>17</sup>

Steley's experiences on the Burrum coalfield demonstrate the difficulties and hardships which those early coal-mining pioneers had to overcome. His was a life of struggle, despair and tragedy.





Abel Steley.

Source - John Oxley Library print number 163066.

Abel Steley was a Welshman who had arrived in Queensland with his wife, Leah and seven children in January 1864. Steley worked firstly at Rockhampton, but, due to, '...being disgusted at the way new arrivals (at Rockhampton) were being treated,' he later moved to the Burrum to work at his first love, that of coal mining.<sup>18</sup> Steley's wife Leah wrote of the family's experiences in her diary, extracts of which were later published in the local press. She recorded that when she and her husband and children arrived at Maryborough life was particularly difficult. Work was scarce, many men being employed by the government in clearing the scrub along Saltwater Creek for fifteen shillings per week.<sup>19</sup> She wrote: 'The single men had to carry their swags hundreds of miles up the country bush for hard fare and low wages, but I am thankful that our way was opened and we did not need the help our neighbours did ... as Abel at this time had gone up country ... surveying.'<sup>20</sup> Steley leased several blocks of land on the north side of the river from W.H. Walsh. Leah wrote in her diary: 'We left Maryborough for the Burrum in September 1866, a dray being hired for us and the children to ride in and to carry a few necessities until the boat arrived with our luggage and rations. We started at 8 a.m. and did not arrive until 8 p.m., for instead of riding we all had to walk the greater part of the way and learned for the first time what a jibbing horse was.'<sup>21</sup>

The *Maryborough Chronicle* later reported:

There was an unfurnished house which they occupied for about three months, Mr Steley and the elder boys walking sometimes over a mile to their work. In his first venture Mr Steley seemed certain that he had got a good seam of coal in a very short time, as it could be seen cropping out on the river bank, but he was so disappointed after going in a little way to find it dipped so much and had so many 'faults'.<sup>22</sup>

And Leah wrote of her husband:

Poor fellow, my heart ached for him and the children when I saw them work so hard for nothing, and we had hard times, all of us, and so different to what we had been accustomed to. Very little coal was got up to 1869 and it was not sufficient to pay our store-keeper so we got into difficulty as he was retiring from business. He had received all the money for the coal which had been sold, and we had no more to give, but with all this annoyance worse was to come.<sup>23</sup>

Bad luck continued to plague Steley's efforts. Despite finding good quality coal which he named the Heartley seam, he was forced to borrow money to keep the operation viable, these debts mounted to such an extent that he was finally declared insolvent and in January 1870 his estate was auctioned. That same year the mine was flooded and had to be abandoned.<sup>24</sup>

Yet Steley fought back. He and his family moved onto a homestead lease which he had previously selected and there he began farming, but his true love was still coal mining and he selected as much land around the upper Burrum as he could afford. In 1869 disaster struck again, as Leah recorded in her diary: 'Sad to pen our darling daughter, Maria, was killed by a horse bolting with her into the bush. What heart can conceive what we felt at that time, but those who have passed through a similar trial. God's ways are not our ways, neither are His thoughts our thoughts.'<sup>25</sup>

Abel continued with his work despite this personal tragedy. He sank a shaft near a small creek which he named Maria Creek in memory of his daughter. The mine was named the Beaufort, but, as we shall later see, this operation was also to be a cause of great personal concern to the Welsh immigrant.<sup>26</sup>

Watson's mine, operated by Thomas Watson, was situated on the south-east bank of the river. Coal was loaded by chute onto waiting steamers and transported to Maryborough until 1884 when the railway was extended from Maryborough to Howard. Both Steley's and Watson's mines were flooded in 1870. Other mines in the region included the Bellefield and Quenton collieries, one of which, the Quenton shaft, went as deep as six hundred feet in a sloping shaft and was capable of producing around three hundred tons of coal each day.

Steley's mine, the second to be opened, was situated on the north-west bank of the Burrum River. When Steley discovered his seam of coal in 1876 the Burrum correspondent for the *Maryborough Chronicle* could hardly contain his excitement, stating:

Mr Staley (sic) has cut the coal in his working shaft on the property of Robert Travis esq. Mr Staley informed me that the seam is clean - that is to say without bands - and measures 5 feet 2 inches thick ... Mr Travis christened it the Lancashire Colliery, and the Union Jack is now proudly floating over the pit and the glittering diamonds around it ... Mr W. Howard is preparing for a bore hole on Mr George Howard's property about 10 chains from the Lancashire Pit, and expects to strike coal early next week ... There is no doubt now that the Burrum is a veritable fact, that a great trade is about to spring into existence on her banks, and that trade is going to do wonders for Maryborough.

By this time Steley and Robert Travis had formalized a partnership. Travis had promised to pay Steley £500 once payable coal was being produced. Yet Travis later reneged on this agreement and Steley was faced with a debt of £80. The case went to court and the mine was closed for twelve months. Steley was finally forced to sell the livestock on his farm in order to pay his debt.

When he recommenced operating the mine he again took on partners, Joseph Spence and Charles Powel, who bought a small vessel, the *Barbara and Jane* to transport Steley's coal to Maryborough. Yet even this business operation was to fail. Spence quit the partnership and Powel was later declared insolvent. The boat was seized for non-payment of debts and Steley was once again faced with a grim future. He continued to mine his rich seam, but he died in May 1880 before it could become a profitable venture. The mine was eventually sold to John Hurley.<sup>27</sup> Leah Steley survived Abel for twenty-four years, dying in 1904.<sup>28</sup>

Meanwhile, in November 1878 Premier John Douglas, in company of the Maryborough's mayor, R.M. Hyne and approximately thirty other Maryborough notables, visited the Burrum coalfields. Whitley's seam was the first inspected by the premier who, with several of the other guests and the mine manager, Mr W. Williams, explored the shafts by the light of a candle, a somewhat dangerous operation despite the manager's claim that there were no explosive gases present in the tunnels. After a lunch prepared by several of the wives, and a toast to the premier, Douglas claimed that his visit to the coalfield was one he would never forget. He added that to fully develop the field a railway would be required to carry coals to Maryborough from where they could be exported world-wide. After lunch Howard's mine was inspected and the site of a proposed bridge over the Burrum was discussed.<sup>29</sup>

Following the premier's visit a report was requested from the Geological Surveyor's Office in Brisbane. The surveyor sent his report to the Queensland government on 9 November, 1878, with full details of the seams then being worked and the prospects for such operations. He stated:

The upper seam of coal which has been worked is that of the Beaufort and Howard mines on the left bank of the Burrum; these shafts cut the coal at about 50 feet from the surface, the seam being all good coal and nearly free from band. Under the Beaufort seam there is about 30 feet of sandstone and shale, then a second seam known as Lapham's seam, two and a half feet thick, which has been worked on the right bank of the river. The coal is reported to be good, but the workings have been abandoned as the seam was not accessible.<sup>30</sup>

The geologist went on to describe the main seams then being worked, adding that workable coal seemed to be available in an area covering some twenty square miles. He had conducted tests on the coal and his analysis clearly showed that it was good for steam and foundry purposes, that it coked well and the proportion of ash was low.<sup>31</sup>

One of the more influential pioneers of the Burrum coal industry was William Howard, son of George Howard. The precise year is not known but during the 1870s Howard was a resident on the Burrum River and had been engaged for some months in prospecting work in the Teebar and Ban Ban sections of Wide Bay. While en-route for Maryborough, Howard stayed a night with Abel Steley. Steley advised Howard to take up land adjacent to his and offered to show Howard good scrub land carrying marketable pine timber. He said that he was confident good coal would someday be found on the Burrum. Howard, however, was then married with four children and living in the wilderness of the Burrum did not appeal to him or his family.



The following day while riding along the bridle track which led to Burgowan homestead, on his way to Maryborough, Howard met William Whitley, travelling, as Howard later described, '...with maul rings in front of him and a cross-cut saw on his shoulder.' Whitley told Howard that he had secured a scrub and forest area on the Burrum and another block had been selected by a man named Henry Smith. He urged Howard to follow suit, claiming that the land was good and timber was abundant. Like Steley, Whitley too was confident that coal would one day be found in payable quantities on the Burrum. Howard later wrote:

His reference to future coal discovery rather tickled my fancy. As I rode along reflection caused me to take some notice of the matter. So before I reached Maryborough I determined next day to return to the Burrum and then be guided by circumstances. It ended in soon finding myself, wife and family located on a good scrub area on the left bank of the Burrum River with command of a good run out for my horses and cattle. Whitley and his wife had settled down in similar fashion, and Smith, his wife and family had also done so. Whitley had done a good deal of work in English and Scotch (sic) coal mines, so naturally coal discovery in the Burrum became a predominate idea with us both ... Our associations, through kindred feeling on that point ... caused us naturally to look forward to the time ... when we would have a shot at a more systematic form of prospecting for coal on the Burrum than had yet been carried out ... I put in something over two years as a Burrum settler, then left the place to follow another line, but fully determined to return later to prospect for coal in something like systematic fashion.<sup>32</sup>

Howard left the Burrum in 1872, although he was carefully listening for news of the Maryborough business syndicate which was actively searching for coal in the region. If coal had been discovered in payable quantities, it was Howard's intention to secure a large block on the Bundaberg side of the river. The syndicate did find coal, but none that was payable. Operations were suspended so Howard and his associates, Whitley and Steley requested that they be allowed to use the syndicate's bore equipment to search for their own coal. This request was granted and in 1875 the search began. Initially Howard and Steley differed over the line of their search, and so, as Steley made plans for bores along the line where he believed the coal would be found, Howard and Whitley began their work with the bore equipment. Howard later wrote:

The first thing done was to strike a direct line from the 'Chancery' adit to cross the river to its Bundaberg side ... thence through portion of that block of land, right through part of another abandoned block, into and through to Mr Steley's selection, called 'Beaufort', then into Crown lands ... We ran the line for about two miles and marked only those trees which by careful sighting appeared to be exactly in line. At a point more or less one and a half miles from the nearest of the coal outcrops we formed a boring camp ... at that point we put down our first bore, about 100 yards off line. That bore went down to 96 feet and passed through two seams of clean, bright coal, one six inches, the other one foot thick - the former overlay the latter twenty feet. That bore, if it did nothing else, made it clear to us that no man could tell how many seams of coal beneath us awaited discovery, although only two outcrops of the mineral were visible in the river banks. We then went some distance along our line, found a suitable tree not far from it on the opposite side of the line, bored again, and at something under 30 feet passed through a mass of stuff like boot blacking, which convinced us that we had cut coal in a perished strata ... We then went a little further along our marked line, found a tree on the same side ... At 25 feet from the surface we struck and passed through bright coal, which by bore measurement proved to be a seam six feet one inch and a quarter in thickness. It had a four inch bend in it near its top, but showed quite four feet of clean coal ... So we were positive that payable coal that day had been found, and so it proved ... We had for the first time found payable coal at the Burrum, and found it lay one and a half miles from where coal of any kind was naturally exposed to view. To us it meant a lot more. We had found treasure in unalienated land.<sup>33</sup>

Having found the payable seam, Howard and Whitley were faced with some remarkable problems. Firstly they had to secure their rights to the crown lands on which they had discovered the seam, they had to obtain sufficient funds to carry out the work of sinking the shafts, and, just as importantly, they had to secure the rights of adjacent lands through which the seams would run. Whitley had neither horse nor saddle, Howard had several horses, but only one saddle. Because of this the two men decided to walk the twenty miles to Maryborough where William Howard approached his father George 'Cocky' Howard who agreed to float a loan to cover the costs of purchasing the adjoining blocks of land and sinking the shafts. That day the lands were purchased.

Howard somewhat magnanimously allowed Whitley the rights over the single bore the men had already sunk, and Whitley claimed that he would get financing from Maryborough businessman, T.T. Woodrow. Howard knew with some precision how the seam was running underground and his plan was to sink a shaft on his newly secured land. Shortly afterwards Howard went to the immigration depot in Maryborough to find a worker. He hired a young Englishman named Frederick Stand.

The two men put down a bore on Howard's land but the first bore they sank passed through a useless deposit of rotten coal crop. However, the second bore revealed a large workable seam. Howard then had a pit sunk onto the seam which was worked with a horse whim. He made a track from the shaft to the river bank where he built a jetty. Howard raised approximately four hundred tons of coal but he was now heavily in debt. He had sold his farm and he owed his father £600.<sup>34</sup>

Howard's colliery was officially opened in January 1877. The *Maryborough Chronicle* sent a journalist to cover the event. The journalist subsequently reported:

After partaking of some light refreshments ... the party were ferried across the Burrum at the old 'coal harbor'. Mr W. Howard acted as guide and pointed out some of the old Burrum coal workings tunnelling in from the river bank. At one place in the harbour he showed us where, ten years back, no less than five vessels had been lying alongside the bank taking in coal ... On approaching the new mine we noticed the whim at work and St George's Cross flying over the pit. The substantial appearance of the whim at work, the splendid show of 15 tons of bright glistening coal at the pit mouth, and the familiar British ensign floating over all, put us in mind of bygone times in the old country.<sup>35</sup>

At the pit mouth the reporter and all the other members of the party were welcomed by a large number of Burrum residents, men, women and children. The group from Maryborough was welcomed with several hearty cheers before the official ceremonies began. The mayor of Maryborough, William Southerden, accompanied by Mr Christopher Francis, the crown lands commissioner, donned miner's helmets and went down into the new shaft to inspect the coal seam. Speeches followed this inspection, although missing from the scene was George Howard himself, who, at the time, was suffering ill health. The mine was christened the 'Howard colliery', and a bottle of brandy suspended by coloured ribbons was broken over the shaft to the accompaniment of loud cheers. The reporter enthusiastically continued: 'Mr Howard evidently spared no expense to make the visitors welcome. A good spread and a liberal supply of liquids which build up the inner man were provided, and Mr and Mrs William Howard did their best to make all hands happy.'<sup>36</sup>

The mine was then operating at a depth of around sixty feet, with a five feet seam of rich coal. The seam, which also ran through Steley's mine, was named the Abergorchy in honour of what was reputed to have been the best coal seam in Wales, near Aberdare.

After the visitors had inspected this seam a cold luncheon was laid out, '...under a marquee of green boughs and flowers, and after ample justice had been done to it, the health of Mr George Howard was proposed by the Mayor, and most enthusiastically drunk ... after which all the young hands joined in a general round of pleasure, racing, jumping and general rejoicing. Three cheers for the Mayor of Maryborough, and three cheers for each of the two Messrs Howard ended the happiest day Burrum ever saw.'<sup>37</sup>

The opening of Howard's pit was seen as a vastly important occurrence for the future of Maryborough. Howard's plans were grand, to say the least. His ambition was to have another pit operating on an even deeper level, with an engine to work both pits, laying a tramway of a half mile or so to the river and the erection of a chute to facilitate the loading of ships. Shortly after the opening of the pit, James Robertson, a mining engineer, visited the mine and proclaimed that anyone wishing to invest in Howard's venture would be well advised to do so as the mine seemed to be a promising proposal. Howard himself promised to supply coal to Maryborough far cheaper than coals from Newcastle, Brisbane or Miva, and claimed that Maryborough could only go ahead rapidly now that coal seams such as his were supplying the district.<sup>38</sup>

Howard's dreams of Maryborough becoming a vast coal export port were, of course, never realized, although he carried those dreams as far as was financially practicable. By October 1878 his mine was still operating with a horse-drawn whim and no steam engine had been installed. Yet a chute had been erected at the harbour - at some considerable expense - so that steamers could be more easily loaded in the shallow water.<sup>39</sup>

Howard, however, knew his own limitations, especially in the face of crippling debts. He later admitted:

I was not competent to manage a coal mine, and Mr George Howard and myself were agreed it was not advisable to work the mine on our own account under any other management. It meant to me - at any rate - so far, absolutely no reward for some years of thought and labour on my part - no compensation to offer my children for forcing on them a kind of 'back block' life during all that time. In a sense it meant I must be prepared to grasp even at straws or drift into nowhere. I still, however, lived on for a few more years, and at last did manage to get hold of a 'straw' - the very thought of which, now some 38 years after the event, chokes me when I think of it.<sup>40</sup>

With rising costs and being deeply in debt, Howard and Whitley convinced an associate, John Hurley to go to London to form a company which would take over the operations of the pits and pay the owners substantial royalties. Hurley soon afterwards went to London and the Queensland Land and Coal Company was formed with many English investors.

According to Howard the price agreed upon for the rights to the collieries was £20,000 each. In 1882 the vendors were asked by the company directors to proceed to Sydney to receive their payment and to sign transfers. They were detained in Sydney for about a fortnight to await advice from London, however, at the end of that time they were offered not cash, but merely debentures bearing seven per cent interest in the company with a face value of £20,000. The men refused and angrily returned home.<sup>41</sup>

After this refusal the matter was referred back to London. The directors of the London company claimed that they wished to reserve their cash holdings in order to pay for a great deal of new machinery which would include two large steam vessels, two powerful locomotive engines and several rakes of steel railway trucks. The company claimed that running rights of the Queensland Railways would be secured and that Maryborough would become the Newcastle of Queensland. Shortly afterwards they made another offer. Claiming that the seven per cent debenture stock would be saleable in London at around thirty-five shillings each for every £1 of its face value, they offered £5000 in cash with the remainder in debentures. Facing mounting debts, the offer was, somewhat reluctantly, accepted.<sup>42</sup>

Two more years passed, it was 1884 before the deal was to be finalized. The coal owners were instructed to travel to Sydney where the contracts would be signed. However, again there was procrastination. After two weeks of negotiations and waiting the debentures were handed over but the vendors were instructed that they would have to travel to Brisbane for the cash. Five weeks later the money was eventually paid.

John Hurley, the man who had arranged the deal, was one of the region's pioneer businessmen. Hurley was an enterprising visionary who dreamt that the Burrum would be one of the leading coal production areas in the colony.

His trip to London had been enormously successful and after only a brief absence he had returned to Maryborough with capital totalling £175,000. £10,000 of shares were also issued locally. Directors of the company included Sir Maurice Fitzgerald, Knight of Kerry, Mr T. Probyn, late accountant-general at the Madras presidency and brother to Sir Dighton M. Probyn, the Prince of Wales Comptroller, Sir Thomas Thompson, and H.J. Clarke, a wealthy London merchant. Hurley was appointed managing director and furnished with a power of attorney investing him with almost absolute powers in the running of the company. A highly experienced colliery engineer and an accountant were soon appointed.

The *Maryborough Chronicle* reported:

An expenditure of over £40,000 in plant suitable for the operations of the company was contracted before Mr Hurley left for England. This plant - a portion of which is on board the *Scottish Admiral*, now due, the remainder to follow in vessels direct for Maryborough - includes two railway locomotive engines, 75 railway coal trucks and the necessary break-vans (sic) to enable the company to run their own trains on the government line ... This rolling stock is to be the most substantial built, in fact, the Queensland government's London engineer ... insisted on the specifications being modified to suit the light character of the ... Queensland railways. The plant also includes winding and pumping machinery, huge steel plate boilers, steam brick and pipe-making machinery, saw frames etc.<sup>43</sup>

Thousands of bricks were required for the construction of the buildings and these were made from the wide seam of fireclay at Burrum. The main shaft, some three hundred feet in depth, was also to be completely bricked and supporting walls were to be constructed of brick.

Titles in the coal seams had already been transferred to the company and by April 1881 thirty men were employed. When the railway line was completed between Maryborough and Burrum, Hurley anticipated that he would be able to immediately employ a further one hundred and fifty men.<sup>44</sup> Yet it was to be a long wait of some two years and even in January 1883 Hurley and other interested parties were complaining that it seemed the line would never be completed.<sup>45</sup>

In fact the line, contracted to Fountain and Company, was completed on schedule and opened by the premier, Sir Thomas McIlwraith on 30 September, 1883.<sup>46</sup>



Negotiations were also taking place to supply a fortnightly consignment of one thousand two hundred tons of coal to the British India Company's mail steamers, with plans to establish a coaling station in Moreton Bay. Plans were also under way to supply coal to the Gympie and Kilkivan mines and to the copper trade at Mount Perry.<sup>47</sup>

In December the following year more machinery arrived at Brisbane aboard the steamer *Stracathro*. The consignment was reported as being comprised of approximately one thousand four hundred packages of stores and machinery which John Hurley soon afterwards arranged to have sent to the Burrum.<sup>48</sup>

Howard, however, was to remain justifiably angry over the deal for the rest of his life. He later wrote:

I now approach the most bitter part of our 'deal' with God knows who in London. At the end of the first six months I presented coupons for my first six months' interest at the company's office at Howard. They were paid, but it was the last payment of interest I ever received in connection with my debenture stock. I presented coupons at the end of the next six months - in vain. The Queensland Land and Coal Company Ltd. of London had gone out of existence. It had been replaced by the Queensland Collieries Co., Ltd., also of London. How that occurred I do not know, but it so annoyed and disgusted me with London company works that through the English, Scottish and Australian Chartered Bank I sent all my debenture stock to London for sale. I offered to accept 3/6d cash for each £1 face value of the stock. In due course my debentures came back to me as unsaleable. At a later date, with other security I had become possessed of, I raised a loan in Maryborough which gave me, after certain deductions, a little under £900. I never redeemed that loan. The last link binding me to the dear old Burrum was thus, in a financial sense, broken. The treatment I had received drove me wild - wild with a strong desire to, if possible, get 'level' with my late Cockney associates, who, whether by doing so or not, had caused me to lose more than one half of the share in that £20,000 ... I do not refer to this for any other reason than to show in this record of the Burrum early days how well it was exemplified in this case that pioneers are liable to receive more kicks than half-pence.<sup>49</sup>

Howard should have anticipated his losses. A significant amount of the mining equipment which had been sent from England, including winding equipment, railway trucks, screening machines, a brick making plant and much more was found to be unsuitable for coal mining. The railway trucks were sold, at a massive financial loss, to the Queensland government. Most of the remaining machinery was simply abandoned and left to rust. Mining operations were also not very successful. Number One shaft was sunk and coal found at a depth of two hundred and twenty feet, however, the seam was of an inferior quality and proved to be unprofitable. As Howard has stated, the company was facing severe financial difficulties and it was wound up. A second company, Queensland Collieries Coy. Ltd., was soon afterwards formed. This company took over the plant and operations of the previous company and began their operations in 1884. William Rankin was the first managing director. By 1929 Queensland Collieries was operating three coal mines and employing two hundred men. Coal output varied from three hundred to four hundred tons daily.

William Rankin was destined to become a prominent character on the Burrum/Torbanlea coalfields. Born at Toleross near Glasgow in April 1836, he reportedly entered coal mines at the age of twelve. He received his first appointment as a colliery manager when he was just eighteen and later went into business himself when he became the managing partner of the Maxwell (also reported as Maxwood) colliery. He soon afterwards purchased the Woodhill colliery near Kilmarnock, which also incorporated the Britannia Engineering Works.<sup>50</sup> He was reported as having participated with the 42nd Highlanders during the Crimean War, 1853 to 1856.<sup>51</sup> Rankin arrived in Australia with his family aboard the ship *Jerusalem* in 1883 and became closely involved in the growth of the Burrum field.<sup>52</sup> Rankin was instrumental in substantially raising the coal output, but he was something of a controversial figure. Highly respected in the region, he also made many enemies, especially during subsequent union actions at the collieries.

Conditions for the miners, wages, and the many dangers involved in coal mining, were all sources of contention. During the 1870s a miner could expect to earn approximately five or six shillings for a ten hour day. There was no mechanization whatever, the coal was dug manually and loaded onto trucks in the same way. There were no forced ventilation fans to clear foul air or dangerous coal gases. In order to clear these gases from the tunnel a fire was kept burning at the foot of the shaft to create an air current. Explosives were primitive, miners used compressed powder cartridges which they made themselves during their off-shift time.<sup>53</sup>

According to a geological report written by James R.M. Robertson for Maryborough businessman Daniel Mactaggart in July 1884, by that year a total of five seams of workable thickness had been discovered in the district. These included the Bridge seam, Lapham seam, Burrum seam, Watson's seam and Hartley's seam.



Robertson explained that the coalfield of the Burrum was split into two portions divided by the river. The northern division, including the Burrum main seam, had been extensively worked. Robertson went on to explain that confusion had occurred in the past and that this seam was also known by the names of the people who had previously worked it, ie Whitley, Howard or Beaufort seam. This area, in 1884, was then being extensively opened up by the Queensland Land and Coal Company. It was a difficult seam to work, faults and breaches in the continuity of the strata tended to weaken the roofs of mines and 'injure' the coal, thus causing considerable expense to those working the seam.

On the southern side of the field was the Torbanlea colliery with a shaft going down to about one hundred and thirty feet. This colliery incorporated the Lapham seam. The coal from this colliery was soft but of an excellent quality and Robertson confidently predicted that there existed a total marketable quantity of 6,412,032 tons of coal in the Lapham and Burrum seams. Robertson ended his report by adding: 'Looking to the bounding prosperity and the ever increasing demand for coal, the infinitude of new markets that will open up and the manufactories that will, in

course of time, be tempted into existence contiguous to such a coalfield and centre of population, I am inclined to look upon this as a legitimate undertaking and one that, vigorously and judiciously managed by a skillful and competent manager, will not only give an immense impetus to the industrial resources of the district, but will return dividends adequate for the enterprise and expenditure of the shareholders.'<sup>54</sup>

The Torbanlea colliery owed its existence to James Robertson. In 1865 Robertson, while in Brisbane, had heard that W.H. Walsh had taken up coal bearing land on the Burrum (originally discovered by the Miller brothers), and that the seam was being worked with satisfactory results. Robertson travelled to Maryborough in 1868 and took up approximately seven hundred acres of land after being assured that at some time in the future a railway between Maryborough and Howard would be established. He then proceeded to systematically test the ground putting down twenty-two bores all of which sounded coal seams at various levels. Later, Robertson added a further three hundred adjoining acres to his land-holdings. Robertson realized that he could do virtually nothing with his coal until a rail line was established, but as soon the line went through in the early 1880s the sinking of the first shaft was started. When the government rail line was finished a wooden tram line was constructed, at a cost of £1800, to transport coal trucks direct from the pit mouth to the railway. Around the pit were built sixteen workmen's houses and an array of machinery sheds. The cost to Robertson was somewhere in the region of £10,000.<sup>55</sup> The first coal was raised on 1 June, 1883, and when the Burrum line was completed there were one thousand tons of coal ready for transportation. The first coal train left Torbanlea for Maryborough on 27 March, 1883.<sup>56</sup>

The Torbanlea shaft was approximately one hundred and thirty-six feet deep in 1885 and was divided into two compartments down which a cage would run.<sup>57</sup> A commissioned survey of the mine made by William Tattley in 1887 revealed that the colliery contained a gross quantity of almost five million tons of coal. Tattley's report included six seams, Hartley, Watson, Burrum, Torbanlea, Bridge and the Three Feet seams. Total saleable quantity of these seams amounted to some fourteen million tons, which, at an output of four hundred tons per day, would have made the mines viable for one hundred and thirteen years, i.e. until the year 2000.<sup>58</sup>

In 1885 the first of many public meetings was held at Steley's hall, Howard, with the intention of discussing ways to procure a diamond drill for the coalfields. According to several geologists' reports, harder - and therefore more valuable - coal was to be found on the Burrum coalfields, but it was lying far deeper than anyone had then excavated. It was anticipated that a diamond drill would be capable of reaching these hard seams and that the coal would be of such a quality that it would be suitable for more general use.<sup>59</sup>



W. Rankin of Queensland Collieries Ltd.  
Source - Maryborough, Wide Bay and Burnett Historical Society.

The government owned a diamond drill at this time but the drill was then at Bowen where, according to a press correspondent, it had been lying idle at the Bowen immigration barracks for nine months - despite a deputation to the Queensland government many months previously.<sup>60</sup>

William Howard called for strong measures and pointed out that the government, as usual, would only procrastinate and that if the people who had a vested interest in the region wanted something positive done to locate the deep coal, then they should raise the money for a diamond drill themselves.<sup>61</sup>

The government did, indeed, procrastinate, but not for long. When another meeting was called at Steley's hall in September 1885 it was announced that the government had purchased two diamond drills, one of which was for the development of the Burrum coalfields.<sup>62</sup> The drill was subsequently obtained by the Isis Investment Company and used by many other companies in the Burrum region.<sup>63</sup> One of these was the Maryborough Coal Prospecting Company which had been formed to use the drill in an attempt to find a new seam of deep coal. Using a capital of £2000 subscribed by sixty-three persons, the objective of the company was to put down four bores, if necessary to a depth of one thousand feet, along a line between Aldershot and the Burrum River. The sites were to be determined by the government geologist on leased government land. At the time the government owned approximately sixty-four thousand acres of possible coal-bearing lands situated between Maryborough and Howard, land which had never been prospected. The company offered the government ten shillings per foot bored for the use of the drill.<sup>64</sup>

The first fatality on the Burrum coalfields occurred in May 1886 when a miner named William Snedden was killed in the Queensland Land and Coal Company's mine.

Snedden had been employed cutting out coal in Number Two pit when, without any warning, a large slab of stone broke away from the roof immediately above him, crushing him to death. His son, who was close by, rushed for help. Within minutes the victim had been pulled from the rubble and taken to the surface. An examination revealed that his back and neck were broken and that death must have been instantaneous. After the accident all the miners in the colliery ceased work in respect of their colleague. Snedden was about fifty years of age at the time of his death, he left a wife and five children.<sup>65</sup>

In June 1886, the first sod was turned in the Dudley coal-mine. By now the region was growing rapidly, coal was regularly being trucked by rail into Maryborough and the demand for coal was growing.



*Burrum coalfield. Rankin collection. Source - Maryborough, Wide Bay and Burnett Historical Society.*



*Miners on the Burrum coalfield. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The 144 acres of land on the banks of the Burrum River on which the Dudley mine was to begin its operations had first been selected in 1866, and later acquired by a Mr Leishmann of Gympie. Leishmann did nothing with the property and finally sold it to the Dudley Coal and Investment Company in February 1886, acquiring as he did so, a number of shares in the company.

Approximately seventy men and women from Maryborough were invited to the opening of the mine. The mine was officially opened by Mr H.C. Thorburn who, stepping forward, dashed a bottle of champagne on the spot selected for the mine-shaft, christening it the Dudley Coal and Investment Company. Thorburn then took a spade and neatly turned the first sod.

After acquiring the land the company had spent some considerable time drilling test sites. This had resulted in striking the Watson seam (4 feet 3 inches in thickness), and deeper down the slightly thicker Burrum seam had appeared. Shortly afterwards the celebrated Beaufort seam was reached (five feet 3 inches), and the company knew they would have a successful mine. They promised that within three months, using only manual labour and no machinery of any significance, they would be producing coal for the Maryborough market.<sup>66</sup>

Towards the end of the 1880s the situation on the Burrum coalfields was crystallizing. Long gone were the days of the early pioneering attempts to recover coal by burrowing into the banks of the Burrum River. By 1887 there were three major coalfields operating on the field, the Queensland Coal Company at Howard, the Torbanlea colliery and the fledgling Dudley mine - then about eighteen months' old.

Many operations had started with seemingly promising futures but had subsequently failed. Such was the Glenesk Company which had gone down to a considerable depth and had retrieved a significant amount of good quality coal, however, the quantity had been insufficient and the pit was closed.

The township of Howard at this time was slowly becoming an independent community in its own right. There were thirteen general stores and three hotels. Torbanlea too was expanding, thanks to the on-going success of the mines. For the financial year ending 30 June, 1886 the Queensland colliery had produced 14,457 tons of coal while the Torbanlea colliery's output had been 13,031.<sup>67</sup>

In 1890 the miners at Burrum went on strike, demanding a total pay increase of fifteen per cent over a four months' period. The action caused distinct economic hardship, not only to those men on strike and their families, but also to Maryborough generally. The Yengarie refinery, then at the height of its manufacturing season, was closed because of the lack of coal, contractors were thrown out of work and shipping orders worth thousands of pounds went unfulfilled.



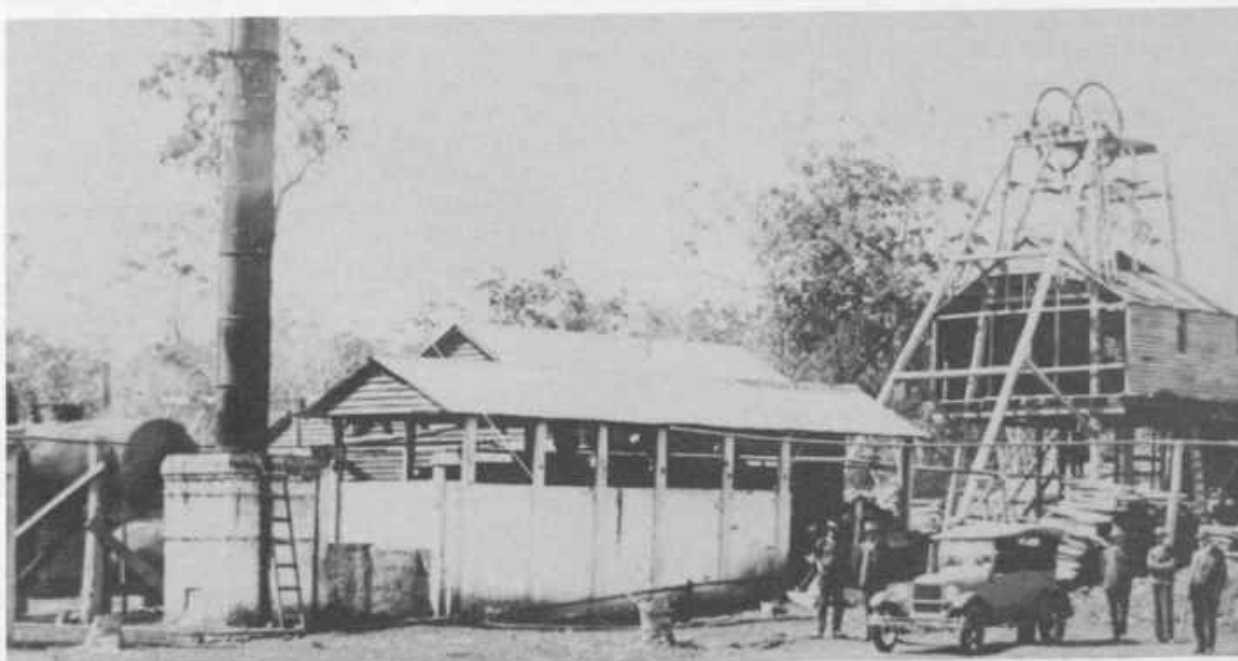


*Burrum coalfield. Rankin collection. Source - Maryborough, Wide Bay and Burnett Historical Society.*

By 1892 the Queensland Land and Coal Company at Howard was employing around one hundred men directly in their four shafts and many more on work allied to the industry. In September that year two of the shafts were fully operational, two horses being employed underground to drag the coal to the chutes. Another shaft had not at that time reached coal and the other was worked out. A sawmill was in full production supplying timbers for the underground tunnels. It also manufactured tubs, barrels and tramlines.<sup>68</sup>

By this time too the Beaufort colliery, originally owned by Abel Steley, was once again in operation under the name of the Clyde colliery, and although it was initially experiencing extensive problems with water seepage from old mine workings, good quality coal was then being produced in payable quantities.<sup>69</sup>

Yet times were not easy and the coal trade was always a difficult one in which to survive financially. For example, in 1897, after fourteen years in operation, the Queensland Collieries Company finally paid a five per cent dividend to shareholders, the first dividend paid in the history of the company. Blame was laid squarely on the shoulders of the Queensland government which had actually reduced its purchase price of coal from 22/6d landed on the Maryborough wharf in 1885, to just 6/9d per ton, a move which immediately cost many miners their jobs. This price was even below the acknowledged production cost of 11/10d in 1893 and 9/4d in 1895.<sup>70</sup>



*Burrum coalfield. Rankin collection. Source - Maryborough, Wide Bay and Burnett Historical Society.*



There have been various tragic accidents in the coal mines, and many men have been injured or even killed.

On 21 March, 1900, the usual shift of thirty-one men went below to work in the depths of the Torbanlea coal mine. The shift included Alexander Houston, a miner of many years' experience, John Houston, his son aged twenty, Frederick Griggs, twenty-seven years, and James Johnston, all of whom were to shortly die. The shift also included Amos Gambie, a friend of the victims, and John Caldwell, the shift's overboss.

These were men well versed in the dangers of coal mining. Most had worked in Scottish coal-fields or in the exceedingly dangerous pits of Wales. They were used to the hazards of instantaneous coal-dust ignition, rock-falls, explosives accidents and deadly gasses.

The shift continued all morning as usual. During the preceding few months small pockets of coal-gas had been seen and safety lamps were being regularly used to check for any particularly deadly concentrations. An added safety precaution in the form of a steam-powered fan was also in use - ventilating the shafts with sixteen thousand cubic feet of fresh air every minute.

It was shortly after lunch that day when the disaster occurred. Alexander Houston and his son were working with the three other victims in a dip called Hamilton's level when the boy's father noticed gas leaking from a break in the roof of the drive. His son was just about to light his lamp when he heard Houston's desperate call: 'Put it out John ... For God's sake, put it out.' But it was already too late. Even as he called, his son was shouting his own warning. 'Look out boys', he cried, 'she's caught.'<sup>71</sup>

These exact words were later recalled by Amos Gambie, a survivor of the disaster who was standing in the dip at the time of the explosion. Even as the bright flash lit the dip he threw himself to the ground as the flames rushed over him. As the flash passed he jumped up and launched himself towards the door leading into the dip. However, he was overtaken by another searing blast which knocked him to the ground. He began to suffocate in the now oxygen-starved darkness, but managed to scramble to the top of the dip, calling for help as the screams of the dying men echoed along the shaft.

John Caldwell, the overboss in charge of the shift, was working just above the dip when the accident occurred. It was exactly 1 p.m. when he saw the flame of the blast and felt a sudden rush of air. He called to a boy who was working with him to throw himself flat and both dived for the ground as the yellow rush of bursting flame billowed around them. It was over in seconds. All that remained was the whistle of air as oxygen rushed back into the shaft.

'By God, John has got burnt,' called one man.

'It's no use calling for him,' came another voice from the darkness. ... 'He's got the worst of it and must be dead.'<sup>72</sup>

Caldwell and the boy immediately went to look for help and soon the shaft was crowded with miners as they attempted to locate the injured men.

John Houston was first to be rescued from the dip, followed quickly by Johnston, Gambie and Alexander Houston. It was the miners' custom to work stripped to the waist and consequently the victims were burnt so terribly that several men helping with the rescue were sick.

On hearing of the explosion mine manager John Sharp rushed below. What he found there may well have been carved from Dante's *Inferno*. The men were moving sluggishly in the ethereal glow of their lanterns. Amos Gambie was sitting in the engine room above the dip, his skin blackened and charred. Miners were in the process of rescuing the remaining victims. Sharp scrambled down towards the centre of the dip where the explosion had occurred. Johnston was being loaded onto a tram, Alexander Houston was receiving basic first aid in the form of axle grease and linen. The remaining miners in the shift were wild-eyed and fearful of a further blast. Overboss John Caldwell was particularly affected. With a voice cracked and trembling, he informed Sharp that the fourth miner, Frederick Griggs, was badly hurt and still trapped in the dip.

Eventually all five victims were successfully brought to the surface and a special train rushed a doctor from Maryborough to the scene of the disaster. So badly mutilated were the victims that not even relatives or friends were allowed to see them. A reporter from the *Maryborough Chronicle* on 22 March stated that the other miners were, 'moved to tears.'

The victims were rushed to Maryborough hospital but for most of them their chances of survival were never very good. Within two days all but Amos Gambie had died.

It is ironic that the dip in which the blast occurred had already yielded most of its profitable coal. The seam was pinching out and was due to be abandoned just two shifts later.

This story also has a rather strange ending. When the funeral cortege for Johnston and John Houston arrived at the Howard cemetery, it was discovered that, through bureaucratic mismanagement, the graves had not been dug. As most of the mourners watched and waited, two men named Walter Stevenson and Tom Dimmock, themselves mourners and friends of the victims, took off their hats and coats and dug the graves.<sup>73</sup>

In 1906 a well publicized court case involving the Torbanlea colliery clearly demonstrated the difficulties then being faced by the owners of coal mines generally.

In August 1906, James Robertson, the owner of the colliery, was brought before the Supreme Court in Brisbane for insolvency. The case had been brought by Henry Thomas Ridley, manager of the Maryborough branch of the Bank of Australasia.

Robertson's finances at this time were certainly going through some difficult times. His original colliery was no longer in operation, in 1897 he had leased it to the Isis Investment Company. That company had carried on coaling operations until 1899 when it liquidated, transferring the property back to Robertson in lieu of a large debt. On 1 January, 1900, Robertson recommenced working the colliery himself and continued working it for four months when he was finally forced to admit that the coal seam was no longer a payable proposition. He then transferred his operations to the Riverbank colliery, on lease from the Bank of Australasia. He had to pay the bank £20 per month plus royalties. However, here too the coal seam was not a particularly profitable proposition. Despite this lack of profitability and the fact that he was unable to pay the lease and royalty, Robertson removed a large amount of machinery from his original Torbanlea mine to Riverbank and, under sufferance from the bank, continued operations. For the following two years, until 1904, he struggled to make the operation a viable one. He poured a large amount of money into the mine, a sum totalling approximately £1850, lent by the bank and another private individual. He also sold a steamer named the *Kingswear* for £3000, although the validity of this sale was later contested in court.

The manager of the bank later testified that the bank had been carrying the wages bill of around £900 per month on an overdraft agreement, they had also paid the monthly railways cartage fee of around £300. Despite these difficulties, and perhaps because Robertson was genuinely concerned about the future operations of the



*Early mine Queensland Collieries. Rankin collection. Source - Maryborough, Wide Bay and Burnett Historical Society.*

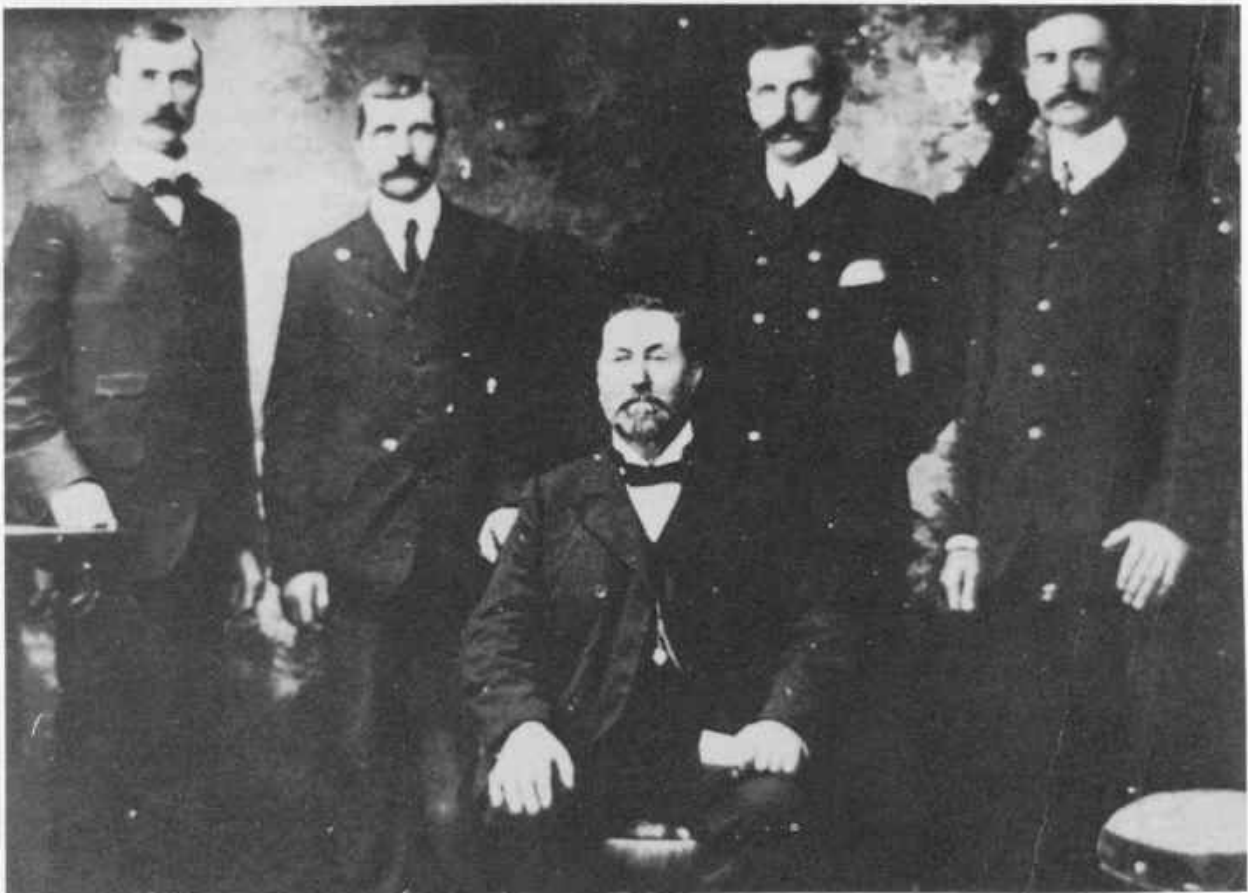
company and the welfare of his employees, the Supreme Court found in favour of Robertson and declared that securities transferred under extreme pressure by the bank were to be returned to Robertson. The bank was forced to pay all court costs.<sup>74</sup>

The bank immediately appealed the decision, taking the case to the High Court the following year. The court found that Robertson was not insolvent and reserved its case.<sup>75</sup>

Two weeks after the end of this court case in May 1907, the entire Burrum coalfield was thrown into a state of bitter confusion when the miners at William Rankin's Howard collieries went on strike. The strike was caused primarily because Rankin disputed the men's right to form a union and had dismissed several men for their complicity in the union which had recently been formed.<sup>76</sup> It was a strike which was to be the most socially destructive event in the history of the coalfields, it was also to cause hardship for people of Maryborough, Gympie and Bundaberg, many of whom relied heavily on Burrum for their coal supplies.

Rankin, at this time, was at the heart of the coal industry in the Burrum district. It was his stubbornness and determination not to give in to any demands which caused the dispute to be so bitter and to run for as long as it did.

As we have seen, Rankin had arrived in Howard in 1883 to take charge of the Queensland Coal Company's operations. Rankin had one shaft sunk and succeeded in obtaining marketable quantities of coal. After about twelve months he had gone to Greta, New South Wales to help run the collieries of Vickery and Sons. His measures were so successful that within twelve months he raised the coal output from two hundred tons to six hundred tons per day. Rankin later moved to Ipswich and was commissioned to report on one of the largest collieries in that district. When another mine owned by a man named James Gillon caught fire, Rankin's reputation was so great that he was immediately asked to devise a scheme to cope with the conflagration. Following the successful conclusion to this task, Rankin found himself with commission after commission as coal mine owners struggled to find solutions to their particular mining problems. Rankin worked at several other collieries at Swanbank and at proposed sites near Rosewood and Goodwood. He was a member of the royal commission set up to investigate the causes of accidents in coal mines, and was, according to some of his workers, a man of sound judgement and an excellent employer.<sup>77</sup>



*The Rankin family ca. 1906. Source - Maryborough, Wide Bay and Burnett Historical Society.*



However, the primary causes of the 1907 dispute at Howard were conditions in the mine, the dismissal of two men and the introduction of a workers' union. In January 1907 a man named David Vanderbilt Anderson had crushed his finger while at work in the pit. As a result of this accident gangrene had set in and the hand had to be amputated at the wrist. D.V. Anderson was heavily involved in the fledgling union movement and claimed that conditions in the mine were not safe.<sup>78</sup> Anderson was one of the men dismissed by Rankin. The other man was a miner named S. Dawson who had been absent from work for three days. Rankin's rule was that any man who had been absent for more than two days without a medical reason was to be instantly dismissed. Shortly afterwards Dawson had contacted Rankin to explain his absence. Rankin had stated that he could resume work, but when Dawson admitted that he had joined the union movement, Rankin immediately reversed his decision and upheld the man's dismissal.<sup>79</sup>

Dawson later publicly explained that his absence from work had been officially arranged though the mine foreman and that during his absence Dawson had ordered another man to take his place so that the coal output did not drop.<sup>80</sup>

At a meeting called by the union in the sports reserve, almost everyone living in the Howard region attended. The newly elected union representatives asked those who were willing to go on strike over the issue to move to one side, and those who wanted to continue working to move to the other. The vote was 123 to 43 to strike.<sup>81</sup>

Two deputations went to Rankin demanding that the men be reinstated. Rankin remained obdurate, he would not reinstate the men and he would certainly not recognize the workers' union. He stated that the men could only be reinstated if they deserted the union.<sup>82</sup> With such a pertinacious attitude, a long and acrimonious strike was almost inevitable.

At the centre of the trouble - at least according to a written statement later made by Rankin - was Andrew M. Anderson, (probably a relative of D.V. Anderson), a long time and seemingly valued employee of the company.

Andrew Anderson's history is an interesting one. At the time of the strike he was a young man who, at considerable expense to his parents, had received a grammar school education. He had qualified as a teacher and worked at a school. Why he left teaching is not clear, although Rankin later stated that he was forced to leave, 'through his own fault.'<sup>83</sup> Anderson later worked in the cane-fields and at various mines and became a highly experienced miner. He was also something of a socialist and, according to Rankin, '...his highest ambition now is to lecture on socialism at street corners.'<sup>84</sup>

Within a week or two of the beginning of the troubles, Rankin's company was losing significant amounts of money. The Gympie mines, which relied heavily on Burrum coal, had already run low on coal supplies and were obtaining their requirements from the Ipswich mines.<sup>85</sup>



*Turning the first sod of the Victory mine. Left to right: P Grabbe, Colonel Rankin, Earl of Ducie.  
Source - Maryborough, Wide Bay and Burnett Historical Society.*



Rankin's response to the strike was to issue an ultimatum. The men were to return to work or lose their jobs. Apart from a small number of men who continued to work in the pits, not one of the unionists was willing to break ranks and all were immediately dismissed. Andrew Anderson was regarded by union members as something of a hero. Writing in the *Maryborough Chronicle* shortly afterwards one of the strikers stated: 'Mr Anderson was discharged recently from the Queensland Collieries Company's employ for the atrocious crime of thinking and speaking for himself and his fellow men ... did the world possess more of the same type as A.M. Anderson, the weak would stand a better chance in the fight for bread, and oppression would be faced with an invincible foe.'<sup>86</sup>

There is no doubt that during the early stages of the dispute Rankin was vitriolic in his comments regarding the strikers, especially the union leaders or anyone who publicly commented in support of the union. He castigated people who wrote letters to the editor of the *Maryborough Chronicle* and made claims which today would surely lead to actions for defamation. His statements did not go without comment. On 7 June one interested correspondent wrote that Rankin, as the managing director of the company, should have used the editorial space made available to him to explain the situation from a managerial and company point of view, rather than descending into personalities. The commentator continued, '...instead of a business statement, the (Rankin) letter was composed of puerilities of a personal kind and quibbles worthy only of a lawyer's apprentice in his second year.'<sup>87</sup>

A public meeting was held on 12 June during which the strikers were extolled to stand by their principles and not to give in to Rankin. But it was difficult. The strike was having a profound affect on a large number of people. One hundred and fifty-six men were locked out of the colliery, and of these, sixty-six were married - most with children to support. A total of four hundred and twenty-one people were said to be directly affected by the action.<sup>88</sup>

The 'blacklegs' who continued to work the mines were treated with contempt, but, initially at least, were offered little or no violence as they went on shift. However, in June that year a group of strikers' wives attempted to catch a lay preacher who was evidently advocating a return to work. The lay preacher was actually a miner who had decided that he would continue working. The women allegedly planned to attack him with switches after his service, but the police were informed and the plan did not go into effect.<sup>89</sup> One of the women involved in the events later stated that there had been no harm intended for the lay preacher, but admitted that the group of women had gathered at a bridge where the preacher had to pass on his way home.<sup>90</sup>

At around the same time a group of women, the wives of strikers, confronted strike-breaking miners as they came off their shifts.<sup>91</sup> The confrontation resulted in an ugly scene and one particular woman, Mrs J. Hewlett, was reportedly knocked to the ground. Yet even this provocation did not create further violence. D.V. Anderson stated, '...the men have behaved splendidly during this strike, as the local police can attest ... and this too, in the face of much provocation. The men are not going to do anything to alienate public sympathy.'<sup>92</sup>

Mrs Hewlett did much to incite further antagonism by condemning the violence against her, however, the man whom she had confronted, John David Mohr, defended his action, stating: 'Mrs Hewlett was more cheeky than the others. Twice I told her to move out of my way and she refused. I stepped aside and she stepped in front of me again. With that I put out my left hand and pushed her aside and walked on. The women hooted as we left. She did not fall down, nor was the push aside I gave her sufficient to knock her down. Since that time Mrs Hewlett has twice accused me of striking her with my clenched fist. This I flatly deny.'<sup>93</sup>

The affects of the strike quickly spread to Gympie. On Monday 10 June, unable to obtain sufficient coal from the Ipswich mines, the Scottish Gympie Gold Mines reduced the number of their workers by one hundred and six men. By Saturday 15 June the situation was hopeless and mine management decided to cease work altogether. An estimated one thousand people, the men and their families, were affected by this temporary closure.<sup>94</sup>

Many Maryborough people offered to help and advised the families of the strikers that they were prepared to take their children and to look after them while the strike continued.<sup>95</sup>

By now two of the four pits operated by the company had been closed, one of these permanently. Yields from this pit had been diminishing and Rankin decided not to continue with production. He ordered that all rails, pumps and piping be brought to the surface, and that water be allowed to flood the mine.<sup>96</sup>

Ipswich and West Moreton miners rallied to the unionists' cause and volunteered to contribute a percentage of their pay towards a strike fund for Howard. Four weeks after the beginning of the strike £50 had been received in Howard and more was on its way.<sup>97</sup>

On 27 June Rankin, somewhat naively, addressed a meeting of strikers in the federal hall at Howard. At the meeting he allowed two 'concessions'. The first was that a check-weighman be employed in the pit to calculate the amounts owed to the men, and the other was to allow for caviling when work-places were designated within the pits. Prior to this concession places were often given to preferred workers, (who could earn more money by working at richer places in the seams) and no objection was allowed to come from the other miners. Caviling allowed for such objection. In return for these two concessions, Rankin demanded that the men return to work immediately and that they completely abandon their union movement.<sup>98</sup>

Over the following months the struggle continued but by October the miners' battle was lost. Families were receiving strike pay of around £1 per man but the money was totally insufficient. Many men obtained work on the cane-fields around Maryborough, Childers and Bundaberg for the duration of the strike, but these were in the minority. One by one the men's determination flagged and failed, and slowly, under considerable pressure from the continuing strikers, a trickle of them returned to work.

The Burrum region was one filled with bitterness and acrimony, it was a silent hostile area where tempers flared easily and where a thin veneer of civility disguised the ever present possibility of violence.

By now families were experiencing desperate financial situations and hostility towards the union movement began to grow. Many men and women resented the omnipotent power of the union which threatened their very freedom. One strike breaker, a man named John Gennon, courageously wrote:

It has now turned five months. Mr Anderson backs up his opinion by still standing out (on strike), I backed up mine with just an equal right and went in (to work) ...because I would not allow the (union) secretary and his little band to brow-beat and dictate to me as to what I should do hence. For myself, I care not at all. He calls me a rat, but I am the manly rat who is not afraid to hustle around for work for my wife and children. Mr Anderson cannot frighten me with his union bogey ... His union is ruled by fear and not principle. Talk about freedom, it's a small share his union gets as he orders them as to where they will buy their fruit and beer, and with whom they shall eat and drink it. Freedom forsooth! Not much. And let any man dare to say 'strike off', and he is promptly sat on and told to roll up his swag and clear. Men are walking the streets today and are anxious to go to work, but dare not for fear of what half a dozen men might say. Take my advice men, care for yourself and be what you are - men, and not slaves to silly sentiment as propounded by the heads of the Howard Union.<sup>99</sup>

Gennon's emotional and powerful remarks were typical of the attitude many strikers were now beginning to adopt. By November all the determined resolution and rhetoric had ended, and the pits were once again producing a large volume of coal. One of the principal strike organizers, D.V. Anderson, was moved to write: 'We came out to try and get our union recognised, and, incidentally, to better our conditions, and although we have not succeeded in getting the union recognised, the conditions have been improved very considerably. For instance, the hewing rate has been raised to 6d per ton, the wages men have got a rise of 6d a day all round, and there is better ventilation and conditions.'<sup>100</sup>

As a footnote, it may be interesting to add that while the strike was on, Anderson, in addition to receiving his strike pay, was receiving nine shillings a week from his work with the School of Arts, five shillings from the union - his pay as a union delegate, and, for a while at least, his wife worked as a cleaner in - of all places - William Rankin's office.<sup>101</sup>

There have been other strikes at the Burrum/Torbanlea coalfields, including one in September 1919 over the use of non-unionists in the mines, but none has been so bitterly acrimonious and so socially destructive as the strike of 1907.

William Rankin died at Brisbane in October 1917, his wife, Jane, having pre-deceased him in January 1912. Both received extravagant funerals, the largest ever seen in Howard up until that time.

Despite problems such as the strikes and the fluctuating outputs of coal, the industry continued to make money. The output of coal from the various Burrum/Howard collieries rose to a massive 100,000 tons per year by 1917. At one time there were ten mines in the region employing up to five hundred men.

In 1915 came another fatality, that of Andrew Hamilton of the Dundee colliery. Precise details are not known as Hamilton was alone at the time of the accident. Mine manager Edward James Stafford later testified that at 10.30 a.m., 27 July that year, he and J.B. McDonald, the coal inspector of the Railways Department, were going down a dip towards the Burrum seam when they stopped to talk for a moment about thirty yards down the dip



*Queensland Collieries, Gauchalland Pit at Howard, May 1920.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.

at the entrance to a place called Phrosker's level. As they talked a sudden rush of wind blew out their lights. McDonald was reported to have said: 'What is that?' Stafford replied: 'That is the air pipes bursting.' However, a few seconds later he realized that he was wrong and he added: 'No, that's gas.' Both men hurried towards the bottom of the shaft where they found Hamilton lying on the ground, he had been severely burnt. The injured man was taken to the surface and oil was placed on his burns. He told a friend that the gas had been floating in a pot-hole in the roof of the shaft and that it had not caused an explosion but rather a 'puff'.<sup>102</sup> Surprisingly, Hamilton was able to walk to his home, aided by a friend. A doctor was sent for and the wounds were dressed. However, the patient's condition rapidly deteriorated, he was taken by train that afternoon to the Maryborough hospital where he soon afterwards died.

The Dundee colliery had not been a dangerous pit and although small amounts of gas had previously been detected, especially coming from a narrow seam which traced along the roof of the shaft, the men all used naked lights in the mine. Small amounts of gas had been seen bubbling up through the water on the floor of the shaft, but even this had not deterred the men from using these lights. Hamilton's job had been that of a fireman and one of his responsibilities was to inspect the shaft to ensure that all was safe prior to the shift going below. His last entry read, '...have examined the roads and places and found them safe. Ventilation is fair.'<sup>103</sup>

Another accident occurred at the Burgowan colliery four years later, four men, William Ries, Alfred and Henry Proctor and Daniel Ritchie were burned when Ries's light ignited a patch of gas. All were taken to the Maryborough hospital and all survived.<sup>104</sup> One of these men, Henry Proctor, was a part owner in the mine. His brother, Arthur Herbert Proctor, was later managing director, he died in February 1958.<sup>105</sup>

During the first ten or fifteen years of the century the coal industry was still in a state of flux, although the local press was reporting that business was, 'fairly brisk'.<sup>106</sup> The Churchett Torbanlea Coal Company had increased its output and was reported as receiving as many orders as it could supply, which included several trucks of coal each week for the Railways Department. William Churchett was something of a gambler. He had leased the shaft from its owners after it had been lying idle for several years. He spent a considerable amount of money on development and later tapped a new seam with a hand bore. Churchett's operations created a stimulus to the coal industry in the region and the Torbanlea colliery, adjacent to Churchett's mine, which had also been inoperative for several years, was soon afterwards purchased by a southern company and put into operation. J.C. Bellert's Burgowan tunnel was also reported to have been receiving good orders for coal.<sup>107</sup>

In 1918 Bellert leased the Burgowan colliery to a syndicate and these men successfully worked the shaft for two years. However, in 1920 the mine became completely flooded and more than £400 worth of machinery was lost. Despite this the syndicate continued to work the area, taking coal from a number of very rich seams.<sup>108</sup>





*Visit of Premier William McCormack (in office from October 1925 to May 1929) to Burrum Coalfield. Left to right: B. Netterfield, F. Linacre, Premier McCormack, Colonel Colin Rankin.*

**Source - Maryborough, Wide Bay and Burnett Historical Society.**

By 1923 the coal industry had stabilized somewhat. Coal from the region was noted for its high heating and steaming powers and was especially prized by foundries and blacksmiths. All the gasworks within a reasonable distance used Burrum coal, even as far north as Rockhampton and Mount Morgan, and although there were no facilities for supplying the big steamers, smaller local boats that had used it were reported to have found it an excellent fuel.

However, the coal industry at that time was not in a prosperous condition, demand for coal was falling and the Burrum district had to rely largely on the sugar industry for its orders. During the first half of each year the mines were slack, but during the second half of the year, as the mills were crushing, all the mines worked full time.

At this time there were five major companies operating in the district, the Queensland Collieries Co. Ltd., Dundee Coal Co., Ltd., Burgowan Coal Co., Ltd., the Torbanlea colliery, and the Two Mile Syndicate which had taken over Churchett's operations. Each of these companies was also involved in development work.<sup>109</sup>

Other collieries on the field included the Newfield, Burbank, Wilston, Ellengowan, Churchill, Globe, Churchill Extended, Riverbank and Dunstan collieries.

By 1929 the total estimated value of coal to be taken from the coalfields was £2,000,000. More than four hundred men were employed in the pits at that time, the main pits being owned by the Queensland Collieries Company and the Burgowan Coal Company. These two companies were responsible for approximately ninety-five per cent of the total coal output.<sup>110</sup>

The next fatality on the coalfields occurred on 20 September, 1948. At 1.15 p.m. that day James Henry Wood, a miner aged forty-five years, was struck by an empty runaway coal skip at Portland Number Two colliery.<sup>111</sup> Tragedy seems to have run in this man's family. At 2 p.m. on Tuesday 24 July, 1951, less than three years after Wood's death, his brother, William Charles Wood, also a coal miner, was killed in the Queensland colliery's Jubilee mine. William Wood, thirty-nine, a married man with two children, and his friend S. Maher, were filling coal trucks when a large piece of coal fell from the roof knocking away a roof support which caused a general cave in. Maher escaped but Wood was badly injured. A doctor and ambulance were sent for but Wood died shortly afterwards.<sup>112</sup>





*W. Stephenson turning the first sod of the Queensland Collieries Jubilee mine, 1934. Colonel Colin Rankin is at Stephenson's side. Source - Maryborough, Wide Bay and Burnett Historical Society.*



*A picnic following the opening of a mine - Rankin collection.  
Source - Maryborough, Wide Bay and Burnett Historical Society.*

Over the following years development and output of the mines steadily decreased, as did the markets for coal. The last pick and shovel mine, the Burgowan Number Thirteen, which had opened with such promise and enthusiasm in October 1962, closed in December 1976. Mine management stated at the time of the closure that there was still a large quantity of coal underground - possibly more than half a million tonnes - but that the markets were no longer available.<sup>113</sup>

The Howard power station, one of the largest purchasers of Burrum coal, closed its doors in June 1979, hospitals and other industries were converting to gas fuel. Essentially, these events marked the end of a long history of coal in the region, although some small operations such as the Number Twelve Burgowan colliery still survive. In 1993 the colliery was producing approximately twenty thousand tonnes of coal annually with a work-force of fourteen men employed hundreds of feet underground. However, with the advent of the far more profitable method of open cut mining this is likely to be one of the last mines of its type to operate in Australia.<sup>114</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Thirty-seven.

1. M/C. 16 April, 1938, p 4.
2. M/C. 24 November, 1956, p 3.
3. M/C. *ibid*.
4. M/C. 28 October, 1865.
5. M/C. 17 May, 1865, p 2.
6. M/C. 24 November, 1956, p 3.
7. M/C. 13 April, 1963, p 2.
8. M/C. 4 November, 1865.
9. M/C. 15 July, 1924, p 2.
10. Waterson, *ibid*, p 186.
11. M/C. 6 April, 1888.
12. M/C. *ibid*.
13. *Memories of Burrum Heads*. Johnson, N (China), 1988, pp 8-9.
14. *Ibid*, pp 9-10.
15. M/C. 15 September, 1866.
16. M/C. 25 July, 1876.
17. M/C. 13 January, 1880.
18. M/C. 3 September, 1904, p 2.
19. M/C. *ibid*.
20. M/C. *ibid*.
21. M/C. *ibid*.
22. M/C. *ibid*.
23. M/C. *ibid*.
24. M/C. 20 March, 1916.
25. M/C. 3 September, 1904, p 2.
26. M/C. 20 March, 1916.
27. M/C. *ibid*.
28. M/C. 3 September, 1904, p 2.
29. M/C. 12 November, 1878.
30. M/C. 19 November, 1878.
31. M/C. *ibid*.
32. M/C. 4 March, 1922, p 5.
33. M/C. 11 March, 1922, p 3.
34. M/C. 18 March, 1922, p 6.
35. M/C. 13 January, 1877.
36. M/C. *ibid*.
37. M/C. *ibid*.
38. M/C. 20 January, 1877.
39. M/C. 26 October, 1878.
40. M/C. 29 March, 1922, p 8.
41. M/C. *ibid*.
42. M/C. *ibid*.
43. M/C. 6 April, 1881.
44. M/C. *ibid*.
45. M/C. 15 January, 1883.
46. M/C. 31 March, 1933, p 2.
47. M/C. 6 April, 1881.
48. M/C. 10 December, 1932, p 2.
49. M/C. 1 April, 1922, p 4.
50. M/C. 26 October, 1918, p 5.
51. M/C. 26 November, 1971, p 12.
52. M/C. 26 October, 1918, p 5.
53. M/C. 14 February, 1953, p 2.

54. M/C. 30 July, 1884.
55. M/C. 19 October, 1885.
56. M/C. 15 October, 1887.
57. M/C. 19 October, 1885.
58. M/C. 2 April, 1887.
59. M/C. 11 February, 1885.
60. M/C. 17 February, 1885.
61. M/C. 14 April, 1885.
62. M/C. 23 September, 1885.
63. M/C. 13 July, 1886.
64. M/C. 22 July, 1886.
65. M/C. 10 May, 1886.
66. M/C. 17 June, 1886.
67. M/C. 8 October, 1887.
68. M/C. 20 September, 1892.
69. M/C. *ibid.*
70. M/C. 24 February, 1897.
71. M/C. 4 April, 1900.
72. M/C. *ibid.*
73. For further information on the disaster, see: M/C. 22 March, 23 March, 24 March, 26 March, 28 March and 4 April, 1900.
74. M/C. 9 February, 1906 and M/C. 17 August, 1906.
75. M/C. 11 May, 1907.
76. M/C. 28 May, 1907.
77. M/C. 19 October, 1907.
78. M/C. 6 June, 1907.
79. M/C. *ibid.*
80. M/C. 21 June, 1907.
81. M/C. 31 May, 1907.
82. M/C. 28 May, 1907.
83. M/C. 6 June, 1907.
84. M/C. *ibid.*
85. M/C. 1 June, 1907.
86. M/C. 7 June, 1907.
87. M/C. 8 June, 1907.
88. M/C. 15 June, 1907.
89. M/C. 20 June, 1907.
90. M/C. 22 June, 1907.
91. M/C. *ibid.*
92. M/C. 20 June, 1907.
93. M/C. 22 June, 1907.
94. M/C. 18 June, 1907.
95. M/C. 16 June, 1907.
96. M/C. 25 June, 1907.
97. M/C. *ibid.*
98. M/C. 28 June, 1907.
99. M/C. 29 October, 1907.
100. M/C. 18 October, 1907.
101. M/C. 29 October, 1907.
102. M/C. 20 August, 1915, p 8.
103. M/C. *ibid.*
104. M/C. 2 December, 1919, p 5.
105. M/C. 4 February, 1958, p 4.
106. M/C. 7 August, 1915.
107. M/C. 7 August, 1915, p 12, and M/C. 1 January, 1921, p 4.
108. M/C. 20 December, 1921, p 4.
109. M/C. 13 February, 1923, p 6.
110. M/C. 11 May, 1929, p 4.
111. M/C. 9 October, 1948, p 4.
112. M/C. 25 July, 1951, p 2.
113. M/C. 26 October, 1962, p 1 and *Telegraph* 20 December, 1976.
114. M/C. 8 June, 1993, p 5.

## Chapter Thirty-eight.

### Port Maryborough, Urangan.

At the turn of the century and for the following decade or so, it became increasingly obvious that the port of Maryborough would have to undergo some drastic changes if it was to be used as a port of entry for the larger steamers then being built for international trade. The days of sailing ships with their relatively shallow draughts were passing quickly, ships built of iron and steel with far greater carrying capacities were now regularly running down the launching slips of the great ship-builders. With the passing of the shallow draughted vessels, Maryborough, as a port, was left in something of a quandary. The river would need constant dredging to enable it to accept even the lightest of the more modern ships, and some of the bends in the river were so sharp that large steamers would find difficulty negotiating them. Constant dredging and the very costly engineering feat of straightening the bends seemed financially impractical. The Maryborough Harbour Board of Assistance and Advice had, at the turn of the century, compiled a comprehensive dossier on the impracticalities of river dredging and straightening. The board's engineer, J.H. Baynes, had reported that there would be no serious difficulties in deepening the river to twenty-four feet at low tide, but the cost of such an operation would be around £400,000.<sup>1</sup>

The press lamented: 'The wonderful growth of the tonnage of vessels during the past twenty years has left us rather stranded as a port.'<sup>2</sup>

This was a time of great industrial dreams. The Burrum coalfield was, with deeper exploration and an infusion of more capital, considered to have the potential to expand. Rural industries were growing rapidly in line with the government policies of closer settlement which allowed a greater number of people access to more land. Timber exports, meat products, wool, fruit, coffee, gold, copper, ore, cheese and butter and many other items were regarded as potentially expanding exports from the region if the Wide Bay district was to grow at a substantial rate. Yet if ships could not get into the port at Maryborough, these exports would dwindle and the wealth of the region would be greatly diminished.

The answer, and one which had been mooted by Maryborough businessmen for more than thirty years, was the construction of a lengthy pier into deep waters at Hervey Bay, an answer which was widely regarded as heralding a new epoch in the development of Maryborough and the entire Wide Bay region.

For many years the project was never taken seriously and it met with a great deal of local opposition. However, E.B.C. Corser, M.L.A. for Maryborough, became a champion to the cause around 1910. He found powerful allies in people such as C.J. Booker, member for Wide Bay, and Colonel Colin Dunlop Wilson Rankin, the member for Burrum and son of William Rankin. Through strong representation from these three politicians the state government was eventually convinced of the necessity for a deep water port at Hervey Bay and the construction of the connecting railway link between Pialba and Urangan became the first step in the plan. This was completed towards the end of 1913 and the construction of the jetty immediately followed. The first section was commenced at the end of 1913 and completed in November 1916. The wharf and sheds were subsequently built by day labour and received their finishing touches only weeks before the pier opened in 1917.<sup>3</sup>

W.F. Harrington, managing director of Walkers, had previously been quoted as saying: 'The opening of the Port Maryborough pier and the railway thereto will remedy a great disadvantage laboured under by Walkers Limited from the first day of their establishment. Walkers Limited will, in future, be in direct connection with the hatches of the largest steamships that navigate our waters, which will enable the management to cope with any competition in the world for Australian work.'<sup>4</sup>

It was also believed that with the introduction of a deep water port the region would become a major source of Portland cement, as Government Geologist B. Dunstan had stated in 1914: 'In no other localities in Queensland, with perhaps the exception of Gladstone, do the limestone, coal and shale deposits exist so close together and convenient to a deep water port as in this district, and every encouragement can, therefore, be given to the establishment of a Portland cement industry. The quality of the limestone and shales has been found very suitable for all requirements in a high class cement manufacture, and the Burrum coal is all that could be desired for boilers and furnaces.'<sup>5</sup>

The contractors for the construction of the pier were the Taylor brothers who carried out the work for a total cost of £44,000. Yet the project received some scathing criticism in the press and there were those who believed that the construction would be a 'white elephant'. Even the name given to the project: 'Port Maryborough', received a drubbing at the hands of one *Maryborough Chronicle* journalist.<sup>6</sup>



Conversely, the advantages were obvious, as the *Chronicle* also reported:

The deep-water port should prove a vital factor in the development alike of our import and export trade, and in the promotion of our primary and secondary industries to a very large extent. In the first place the British India steamers which, for the past couple of years or more have been discharging their cargoes for this district - a monthly average of between 300 and 400 tons - into lighters at the White Cliffs, will berth at the pier, and the saving in lighterage and handling alone should be considerable. In time, too, most of our overseas imports should be diverted direct to the pier whilst the larger interstate vessels which carry too deep a draught for the Mary River, should make regular calls to Port Maryborough to receive the products of the district. The town and district offer a wide scope in this direction. The coal industry too, which has never progressed beyond a certain stage, through lack of easy shipping facilities, should develop with rapid strides in the future. The district is abundantly rich in coal measures - for example, Howard, Burrum, Torbanlea - the steaming and heating qualities of which have stood all tests; whilst within quite recent times a new field has been discovered at Takura, and preliminary boring operations have been carried out with good results. With the deep-water port almost within 'coo-ee' distance, a big development in our coal industry should follow with the recurrence of normal times.<sup>7</sup>

It was widely believed that Port Maryborough at Urangan and Maryborough itself would combine to form a vast industrial centre similar to that of Swansea in South Wales - huge amounts of coal coming from the Burrum pits feeding steel furnaces and other major manufacturing enterprises, all creating large volumes of exports. During the later part of the decade the Maryborough Chamber of Commerce was actively attempting to convince the state government to establish the State Iron and Steel works at Urangan.<sup>8</sup>

The construction of a pier also revived a long standing debate over the possible establishment of a meat works at Urangan. This was regarded as being a feasible proposition and it was generally considered that the district was capable of supporting such works. It was then estimated that the Wide Bay and Burnett districts carried about six hundred thousand head of cattle, large numbers of which were trucked by road or rail to either the Brisbane or Gladstone meat works.<sup>9</sup>

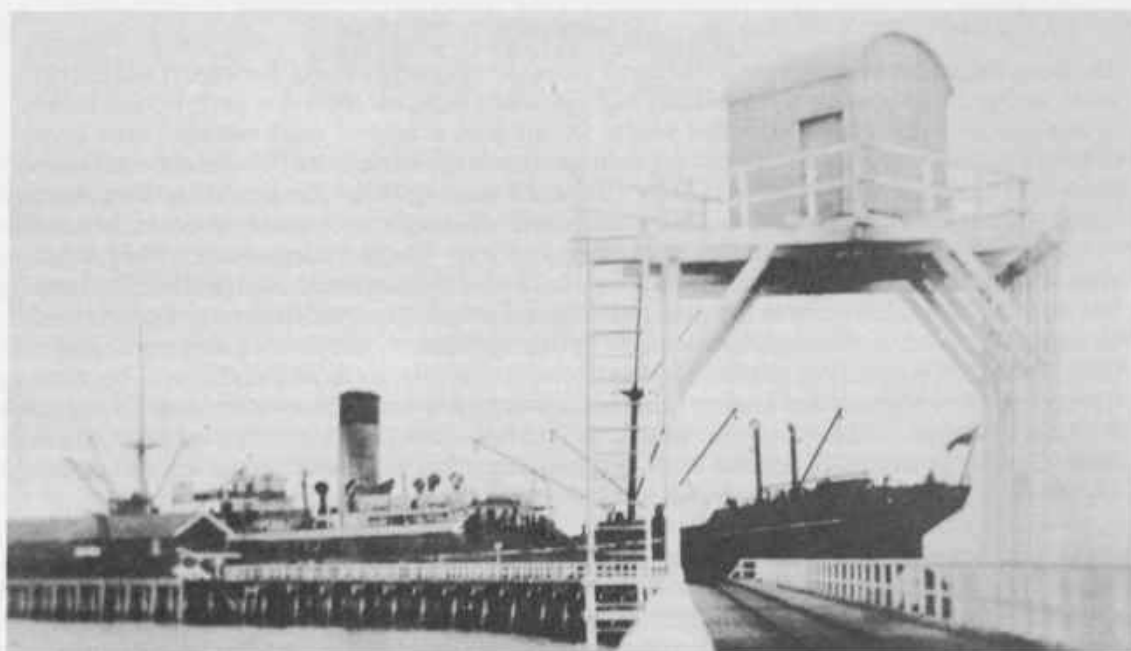
Debate was also raised concerning the establishment of Urangan as a base for the Royal Australian Navy. The site was considered to be strategically ideal, all that would be needed were the buildings and facilities. Indeed, at the very outbreak of the Great War in 1914, *H.M.A.S. Australia* and several other warships had been at anchor in the bay, and with the Burrum coalfields located close by, the Australian naval fleet would have had no problems obtaining fuel for their bunkers.<sup>10</sup>

The pier was officially opened on Saturday 3 March, 1917, by the governor, Sir Hamilton J. Goold-Adams. A special train with nine carriages left Maryborough shortly after noon that day with approximately 350 to 400 people on board - including the vice-regal party. The day was cloudy and filled with the promise of rain as these people arrived at the pier. The rain did not fall during the opening ceremony but, '...during the official luncheon in the pier sheds it fell almost ceaselessly till the departure of the train, about 5.45 p.m.'<sup>11</sup>

The toast list submitted at the luncheon was extensive and about two hours were devoted to addresses. The menu card for the luncheon was an elaborate souvenir publication with a photograph of the full length of the pier. Of the actual ceremony the press reported:

On the arrival of the train at Urangan, the visitors were greeted by the local and district residents who had assembled in force for their festive day. The edge of the pier was gaily decorated with flags and bunting, under which the tram steamed on to the jetty for the first time. After the official party had alighted, it returned to the mainland in readiness for the official opening. Prior to the Governor performing the ceremony Mr E.S. Corser (the president of the Maryborough Chamber of Commerce, and chairman of the joint committee controlling the function) extended a hearty welcome to his Excellency that day to Port Maryborough ... His Excellency then boarded the engine, and, amidst prolonged cheers, personally drove the train on to the pier, snapping the red, white and blue streamer suspended across the rails, to the accompaniment of explosive detonators and enthusiastic applause and cheers from the numbers assembled. As the train continued along the jetty those present rushed to secure portion of the ribbon, to cherish as a memento of the important occasion.<sup>12</sup>

After descending from the train the governor gave a speech which was followed by cheers for the future of the pier. The party then boarded the train which steamed to the end of the jetty for the official banquet in the storage sheds.<sup>13</sup>



Urangan Pier. Albert Beddows' collection.

Yet in spite of the rhetoric and hopes of huge financial successes following the opening of the deep water port, progress was slow. It was not until October that year, six months after the pier had been opened, that the first steamer called at the port, and even this ship had to be especially diverted to collect a load of sugar.<sup>14</sup>

A special train left Maryborough at 8.10 on the morning of Monday 29 October, 1917, carrying a large gang of wharf labourers, stevedores and tally clerks. The sugar was loaded into the holds of the vessel at a rate of one thousand five hundred tons every twenty-four hours. E.B.C. Corser was particularly anxious that the ship should be loaded quickly to prevent the 'undue detention of the steamer, which has been temporarily diverted from very important regular work to help the sugar producers.'<sup>15</sup>

The press urged: 'The good name of our new port is at stake, and an initial mishap in operations now would go against its future success. It is to be hoped that the manner in which the first shipment over the pier is got away will be a good advertisement for the port, and promote further trade.'<sup>16</sup>

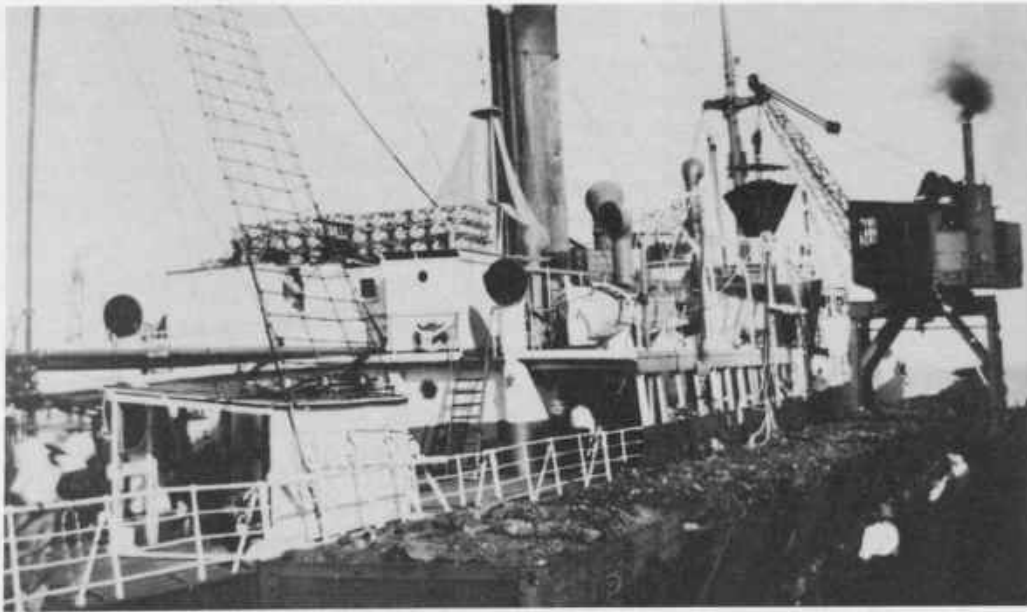
During the loading operation civilians were banned from the pier which - for reasons unknown - was placed under military guard.<sup>17</sup>

Yet the decline in port trade was obvious, even at this early stage. Three years after the opening of the port the press was reporting: 'Port Maryborough, with its splendid deep water pier, has had, we regret to record, another barren year. No business was transacted over the pier during that period.'<sup>18</sup> The following year was the same. 'It is to be regretted that the Port Maryborough pier remained idle throughout the year.'<sup>19</sup> 1923 brought the same report: '...The Urangan deep water pier has, regrettably, had another year of idleness and there is no immediate prospect of its utilization.'<sup>20</sup>

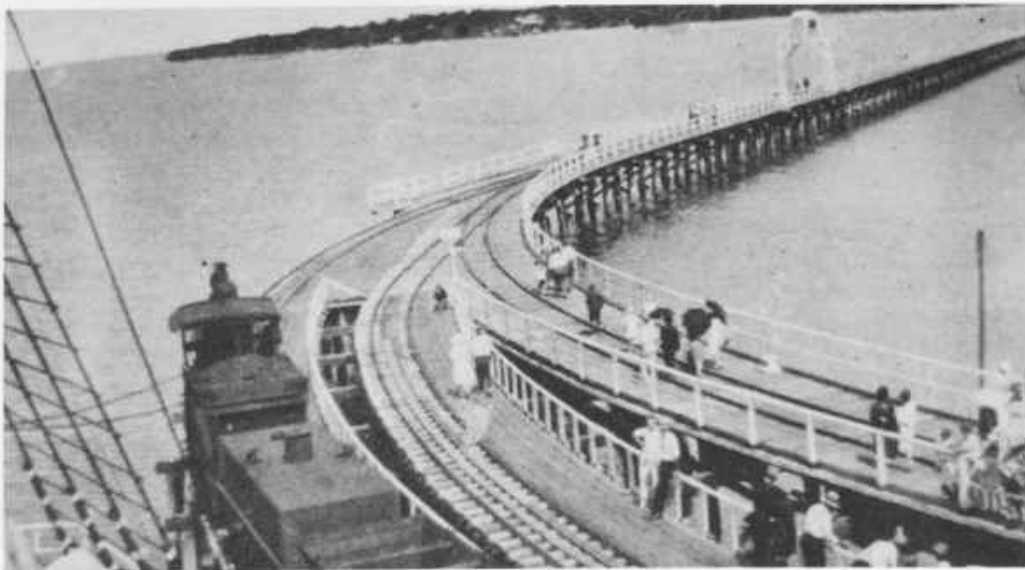
The *Maryborough Chronicle* later reported of this failure:

Formerly the British India boats trading between Australia and the East, via Torres Straits called in at the White Cliffs and transferred their cargoes for Maryborough into lighters, but this was an expensive and inconvenient method. Port Maryborough, it was justifiably urged, was the natural outlet for the produce of the whole of the Wide Bay and Burnett district, and this scheme envisaged boats calling with cargoes for the district, and taking away its wealth of primary products. The war intervened, however, the steamer service came to an end, and in the general economic upheaval which followed, the whole complexion of affairs was changed. The pier, however, has been used for several shipments of sugar.<sup>21</sup>

By 1929 the pier had lain virtually dormant for twelve years when the Austral-China Company's steamer *Calulu* called at the port to take on board a cargo of coal from the Queensland Collieries and Burgowan coal mines. By this time a special crane had been purchased and installed at a cost of £4375, £1375 being paid by the coal mine owners and £3000 by the government.<sup>22</sup>



*Loading coal, Port Maryborough Urangan, 1929. Source - Maryborough, Wide Bay and Burnett Historical Society.*



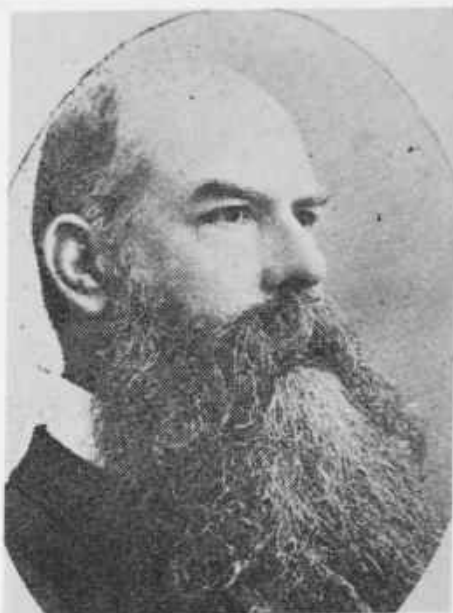
*Urangan pier 1930s. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The arrival of the *Calulu* was an important occasion and several people of community standing met the steamer as it edged gently to the pier on the afternoon of Saturday 13 April, 1929. The coal was destined for eastern markets but the steamer's skipper, Captain Bundred, warned that if the Wide Bay region was to build a coal export trade it would be important to have continuous supplies unhindered by strikes, as the Chinese and other eastern countries were unwilling to sign contracts with exporters who could not guarantee supplies. The *Calulu's* cargo was the first overseas shipment of coal from the Burrum coalfields.<sup>23</sup>

The next steamer was the *Celtic Monarch* which loaded eight thousand tons of coal for Java on Thursday 2 May, 1929. This was later reported as being the largest single shipment of coal ever to leave Australia up until that time. The arrival of this ship coincided with the news that the Sydney firm of Nelson and Robertson had arranged for the export of twenty-five thousand tons of coal to eastern ports where it would be converted into gas fuel.<sup>24</sup>

During the following thirty years the port facility was used only intermittently, with ships arriving to export coal and sugar. The first delivery of oil and petrol arrived with the oil tanker *Farmand* on Sunday 7 May, 1961. The eighteen thousand tons ship was the largest to visit the port until that time, the visit coinciding with the opening of the Caltex oil terminal. The terminal was officially opened by the premier, George Francis Reuben (Frank) Nicklin, on 10 May, 1961.<sup>25</sup>





E.B.C. Corser.

Source - Maryborough, Wide Bay and  
Burnett Historical Society.

E.B.C. Corser, the man who was ultimately responsible for the construction of the pier - which later became known as 'Corser's Folly' - could not have foreseen the dramatic world events which were to herald an end to shipping traffic at Maryborough, and he did not live to see his dreams of a new Newcastle or Swansea being established in the region. Yet he was undoubtedly a powerful and leading force in the development of Maryborough.

Born at Upton Cresset, near Birmingham, in 1849, Edward Bernard Cressett Corser was one of the staunchest political pioneers of the Wide Bay region. His father, Edward Corser was the owner of Dunsley Manor, Worcestershire, and in 1866, with his wife, Mary Stewart (nee Brown) and family, he came to Maryborough where he practised as a solicitor. (The family had arrived at Brisbane in 1864). E.B.C. Corser was educated in Worcester and was about fifteen years of age when he arrived in Maryborough with his parents, the population of the town was then approximately six hundred people. He worked for a while as a plantation assistant at Yengarie but later took a position with the Gayndah branch of the Commercial Bank of Sydney. In 1872 he established a wine, spirit and general merchandise business in Kent Street

Maryborough, a business which grew strongly over the following years. In about 1899 the business was transferred to Woodrow's buildings in Banana Street and around 1916 was floated into a limited liability company. Four years later the company purchased a property in Ellena Street and expanded the business which was later taken over by Corser's sons.

The *Maryborough Chronicle* later wrote of Corser: 'In the early days he established a fleet of ships which traded between Maryborough and the South Sea Islands while other vessels trading between Maryborough and Melbourne on their outward journey took away cargoes of timber and returned with flour. It was largely because of his association with the shipping industry that Mr Corser in the early stages of his business built the Howard Smith wharves, and in the days before the establishment of railway communications these wharves were of great value to the community. About the same time, also, he built the Grand Hotel, opposite the wharves.'<sup>26</sup>

Corser's intense interest in trade and commerce was responsible during the 1860s and 1870s for the launch of a campaign to promote the growth of the cotton industry in the Wide Bay region. As we have seen in earlier chapters, when the American Civil War was in progress, a world cotton shortage saw prices escalating rapidly. A cotton experimental plantation was established at Dundathu and this experiment revealed that commercial grade cotton could be grown in Queensland. At around the same time Corser imported seed rice from Java in an effort to establish a state rice industry. He later became heavily involved in the Maryborough Co-operative Dairy Association Ltd. He was, among other things, a foundation member of the Maryborough Chamber of Commerce, the leader of the Western Railways Association of the Wide Bay and Burnett district, the president of the Harbour Board of Assistance and Advice, and a member and president of the Maryborough Ambulance and Hospital Committees.

In public life he was equally as industrious. For many years he was chairman of the Burrum Divisional Board. He was a staunch Liberal and in later years became a Nationalist. In 1909, when Maryborough was still an electorate represented by two members in the Legislative Assembly, Corser and Charles J. Booker (representing Liberal views), contested the state election against John Norman and William Mitchell. The Liberals won the election by narrow margins after the seats had been held by Labor for fifteen years. In the following election Maryborough returned only one representative, and Corser was re-elected. It was a very close contest and only a few votes separated him from Mitchell. He was defeated in 1915 by Alf. Jones, (later mines minister in the state cabinet). Corser was returned at the close of the same year to the federal parliament. Andrew Fisher, then prime minister and member for federal Wide Bay, resigned office in October 1915 to accept the post of high commissioner for Australia in Great Britain. This necessitated a by-election and in opposition to Andrew Thompson, Corser secured a majority of eighty-nine. This indeed was a considerable victory as the Wide Bay seat (which then included the city of Bundaberg) was regarded as a Labor strong-hold. Corser was then returned at every successive election with increased majorities.



A colleague later wrote of him:

He was almost invariably the most striking figure in any company - a man of giant stature, well proportioned, a veritable son of Auak, with a superb flowing black beard, reaching far below his waist. And to this he added a vigorous, hearty, and usually cheery manner that always commanded the attention of friend and opponent alike. As a public man his outstanding characteristic was a dogged unyielding fixity of purpose. He never knew when he was beaten, which meant, on most occasions, that ultimately he was not beaten, but won through. It would be impossible to sum up the good qualities of such a public man in a single word without omitting much, but if we were limited to one word, that word would be 'Thorough'. He was thorough down to the smallest detail, and aided by a splendid memory, tackled every undertaking in his career fully equipped with all available information on the subject.<sup>27</sup>

Corser's wife pre-deceased him in October 1926 and he died quietly in his sleep at his home, Eskdale, in Anne Street Maryborough, in the early morning of 31 July, 1928. He was seventy-nine years of age at the time of his death.<sup>28</sup> He was buried in portion F, grave 33 of the Maryborough cemetery on 1 August, 1928.<sup>29</sup> His son, Edward Stewart Corser carried on the family business and became deeply involved in community events in Maryborough. He maintained the position of general manager of Corsers for fifty years. He died in Brisbane, aged eighty-three, on Saturday 25 August, 1962.<sup>30</sup> Another son, Bernard Henry Corser, was federal minister for Wide Bay for twenty-six years, retiring from the House in 1954. He and his father served together in the Queensland parliament for three years. He died in Sydney, aged eighty-five on Friday 15 December, 1967. (Two days before the disappearance in the surf at Portsea, Vic. of Prime Minister Harold Holt).<sup>31</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Thirty-eight.

1. M/C. 1 November, 1921.
2. M/C. 3 March, 1917, p 6.
3. M/C. 1 March, 1917, p 6.
4. M/C. *ibid.*
5. M/C. *ibid.*
6. M/C. 15 October, 1913.
7. M/C. 1 March, 1917, p 6.
8. M/C. 30 January, 1920, p 3.
9. M/C. 1 March, 1917, p 6.
10. M/C. *ibid.*
11. M/C. 5 March, 1917, pp 5-6.
12. M/C. *ibid.*
13. M/C. *ibid.*
14. M/C. 29 October, 1917, p 2.
15. M/C. *ibid.*
16. M/C. *ibid.*
17. M/C. *ibid.*
18. M/C. 31 December, 1920.
19. M/C. 31 December, 1921.
20. M/C. 31 December, 1923.
21. M/C. 1 August, 1928.
22. M/C. 4 January, 1930, p 4.
23. M/C. 15 April, 1929, p 6.
24. M/C. 3 May, 1929, p 7 and 4 January, 1930, p 4.
25. M/C. 10 May, 1961, p 12.
26. M/C. 1 August, 1928.
27. M/C. *ibid.*
28. Death certificate, Maryborough court-house and M/C. 1 August, 1928.
29. Cemetery records.
30. M/C. 27 August, 1962, p 1.
31. M/C. 16 December, 1967, p 1. See also Waterson, *ibid.*, pp 37-38. It is interesting to note that some authoritative journals have given an erroneous date for Corser's birth, including the Parliamentary Register which lists his date of birth as 1852.

## Chapter Thirty-nine.

### Musket Flat.

Musket Flat - also officially known as the township of Elliot, grew because of the very large and numerous consignments of wool, tallow and hides which were being transported from various stations to Maryborough during the 1850s and 1860s. As we have seen from previous chapters, bullock drays and wagons in their hundreds brought this produce from dozens of stations, over-landing the stations' products and back-loading with goods purchased in Maryborough, food, ammunition, kerosene, nails, tools, rope, thousands of items in daily use on the huge stations then sprawled throughout Queensland.

The road from Maryborough, little more than a bullock track during the 1850s, with deep defiles and many creek crossings, linked Maryborough to the Port Curtis Road. Legend has it that this road was cut and constructed by convicts, but there is no evidence of this although it seems likely that some ticket of leave men may have been used during its construction.

With any such road leading into the then rough wilderness of Queensland's interior, it was necessary to have a resting place where the teamsters could spell their bullocks and where repairs could be carried out on their wagons. Musket Flat provided the perfect place for such a site, there was an abundance of fresh water in the nearby creek and the region was well covered with grasses and other vegetation for the stock. The naming of Musket Flat is something of a mystery, but according to general belief, as the teamsters moved into the region, the local aboriginal population resented the intrusion and one day attacked a teamsters' camp, stealing one of the men's muskets. The musket was allegedly later thrown into the creek and the region was named after this incident.<sup>1</sup>

In his paper, *Where the Wuccas Roamed*, F. Borchardt claims that the drays were raided one morning while the teamsters were bringing in the bullocks, and that a number of muskets were stolen. These were reportedly broken by the aborigines before being thrown into the creek. The teamsters then allegedly left gifts of poisoned flour and sugar and, Borchardt claims, '...some thirty natives perished as a result.'<sup>2</sup>

Another account claims that a group of aborigines had been pursued to the spot by the Native Police. The aborigines had managed to get one of the weapons from the police and later threw it into a water-hole from where, in later years, it was recovered.<sup>3</sup>

Lands Department records show that William Humphreys and Henry Herbert selected sixteen thousand acres at Musket Flat in July 1850, naming their selection Warrah. On 26 July the following year James Gibbon selected twelve thousand acres along Doongul Creek, a tributary of the Burrum River, naming the property Doongul.<sup>4</sup>

When the road was completed a public house and blacksmith's shop were opened on a portion of Doongul station in the area now known as Musket Flat. George Robinson ran the public house which later became the official stopping point after Malcolm McGregor and George Ambrose White drove the first mail coach from Maryborough to Gayndah in 1861.<sup>5</sup>

As the port of Maryborough grew through the 1860s so too did Musket Flat. In 1862 a coach service began to run through the hamlet en-route to Gladstone and the following year another service was added to Rockhampton. The settlement was surveyed the same year and the township of Elliot was established. This embryonic township comprised five sections, forty-one allotments and five streets, Duncan, Yenda, Doongul, Burrum and Gilbert.<sup>6</sup> One of the original land purchasers was George Robinson, another was Robert Grout.<sup>7</sup>

After the town had been surveyed the settlement grew even more rapidly. Soon there were three hotels, a large blacksmith's shop which employed more than twenty people, a general store and a wheelwright's shop - all servicing the hundreds of teamsters and their wagons which moved through the township each week.

In March 1863 an official post office was established at Elliot, the first post-master was Robert Grout who was appointed at a salary of £12 per annum. The Gayndah-to-Maryborough telegraph line was opened two years later in February 1865. Edward Grout, who was also one of the pioneers of Musket Flat, was drowned in February 1884. He and two companions, James Quinn and William Baldery were riding from Howard to Maryborough when they found the Burrum crossing swollen with rainwater. Quinn and Baldery insisted that it was too dangerous to cross, however, Grout claimed that he was going to attempt it despite the dangers. He

urged his horse into the quickly moving flood and his companions turned back. The following day Baldery and Quinn successfully crossed the flood. On the far bank they found Grout's horse, still saddled and bridled, but with no sign of Grout. They later reported their discovery to Sergeant Gallagher and Constable King at the Maryborough police station. These two officers made a thorough search of the river and several days later found Grout's body almost totally hidden beneath piles of debris.<sup>8</sup>

Musket Flat was never destined to become a boom town, not even after gold was rumoured to have been discovered nearby in 1863. However, there was one event, now steeped in the region's mythology, which caused a sensation in Maryborough at the time.

To understand how this mystery grew, it is necessary to have an understanding of Musket Flat during this boom period of the 1860s. The settlement then was more than just a resting place and repair stop, it was a village where the bullock drivers and other travellers would meet and often spend some considerable time. Evidence of this is the fact that in such a small community there were three public houses, all, according to contemporary reports, enjoying good business. The teamsters themselves were doing well. Business was brisk, they rarely travelled with anything other than a full load, and money was plentiful. During these rest stops at Musket Flat drinking contests were reported to have been frequent and the individual who could consume the most liquor in the shortest time was considered the best man. According to contemporary reports, around Christmas time some of the carriers would stay drinking for up to three months, and nothing could induce them to yoke up so long as credit was good and the liquor lasted.<sup>9</sup>

However, according to a personal reminiscence published in the *Maryborough Chronicle* in 1900, about forty years previously the rum supply was said to have run out - an event which caused great consternation among the bullock driving fraternity. About this time an individual known as Big Jim conceived the idea of an illicit still. Big Jim was reputed to have been sure that the supply of cheap alcohol would be an excellent profit-making speculation at the small settlement. He was alleged to have constructed a still and soon had a considerable trade. The legal hoteliers were said to have become annoyed when they discovered their trade was falling away. According to the 1900 report they later combined to institute inquiries. Within a few weeks police officers were watching the bootlegger and by means not explained in the report were allegedly able to eventually stop the supply of illicit alcohol. However, they were unable to find the still.<sup>10</sup>

Jim was now reported to have been in something of a quandary. Unable to sell his stock of illegal alcohol he reportedly began to drink heavily. The townspeople saw very little of him at this time, he would occasionally come into the town for supplies and then return to the bush.<sup>11</sup>

The months went by as Jim was said to have drunk steadily through his alcohol until eventually the stock ran out. When he needed money to buy supplies he allegedly took to bush-ranging.

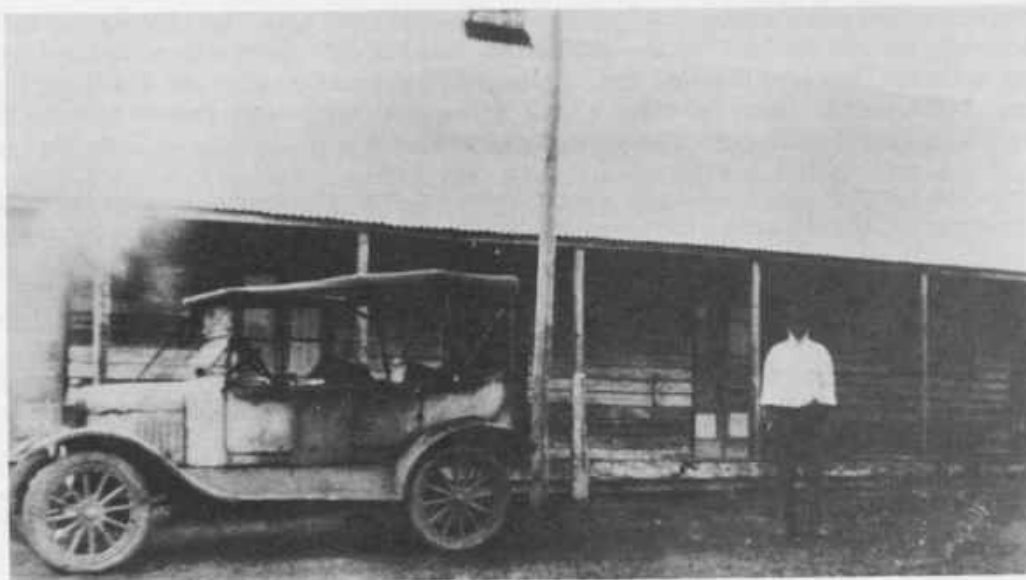
After committing several depredations the police were sent after the man whom the press had termed 'Big Jim'. Several times they chased him, coming close to capture, but Jim was reputed to have known the rugged country and at a certain place he always managed to evade his pursuers. After many police attempts to capture the bandit the chase was finally given up. The police hoped that Jim would one day make an error and stumble into their hands.<sup>12</sup>

How much truth there is in this legend is difficult to ascertain, but the press reports of the day are compelling. According to these reports several months passed and the wanted man, thinking the coast was clear, appeared at Musket Flat and began drinking at one of the hotels. The local police were informed but they did not immediately move to arrest the man. They waited for several hours until he had consumed so much alcohol that he would be unlikely to resist arrest. They then took him into custody. As he was being led from the public house the arrested man allegedly made the following statement: 'Boys, I know I am done for, my sentence will be a life. I have a lot of money planted in a cave. There is a kettle of sovereigns and half sovereigns. It'll never be of any use to me now, and some of you may as well have it. The police will never find it.'<sup>13</sup>

The gold this man reportedly spoke of was widely reputed to have been the pickings he had stolen during his bush-ranging depredations. Local people claimed at the time that alone in the bush he had had little to buy with his money, and so was born the legend of the kettle of gold.<sup>14</sup>

Following the arrest of the wanted man - at least according to press reports - the township of Musket Flat came alive with rumours concerning the claims of hidden sovereigns. Many people, especially in Maryborough, thought that Jim had never been a particularly successful robber and could not have accumulated so much money. Others, however, perhaps more inclined to *want* to believe the story, vehemently protected Jim's qualifications as a successful bush-ranger. They at least were sure that there was indeed a kettle filled with sovereigns and half sovereigns hidden somewhere in the bush.<sup>15</sup>





*The Musket Flat Hotel. Source - Alwyn Grout.*

After the police had arrested the bush-ranger they took him to the local lockup. From there he was reputed to have got a message out to several of his friends. 'The place where you'll find the kettle is about seven miles from here, close to where the creeks meet. Look for a high rock and a rock bridge across the creek. You won't see them until you are right up against them. Search there for a cave. So Long.'<sup>16</sup>

Jim was shortly afterwards taken away for trial and was reputed to have been given a long sentence in gaol, although without the man's full name it is impossible to check this against existing trial and prison records.

The people of the town were now reported to have been in turmoil. Many wanted to set off immediately in search of the treasure. Some slipped away quietly taking with them sufficient rations for a lengthy period in the rugged terrain. Others formed groups and followed, but eventually they all returned disappointed. The legendary cave remained a mystery.<sup>17</sup>

A local surveyor soon afterwards made an attempt to discover the cave and reportedly enlisted the services of an aboriginal guide. However, the guide was said to have disappeared as they approached the place described by the bush-ranger. Further attempts by the surveyor proved useless, no aboriginal person would go near the site.<sup>18</sup>

More than thirty years later another concerted effort was made to find the cave. This attempt consisted of a journalist, who signed himself only as the 'Musketeer', R.J. Grout, J.E. Grout; the local wheelwright Mr J. Daly; and the town's postmaster. These men had reportedly managed to find one of the police officers who had arrested Jim three decades previously and who was said to have spent some time with his prisoner before his trial. Based upon information supposedly given by Jim to the officer, and also upon information from several of the local aborigines, the party set out on their quest for the gold. If indeed there was any substance to the legend then these men had probably the best chance of success. An aboriginal person who was said to have known the area very well had drawn a rough map to show where such a cave or vault was situated, and how the entrance to the cave could be found.<sup>19</sup>

Soon afterwards the group set off on horseback along the Childers road for about four or five miles until they came to the general area they wished to search. The journalist later described the scene:

Having tethered the horses we proceeded on foot for about one hundred yards when we ran against an enormous mass of rock situated in a depression and standing about 50 feet high from the creek level. At this spot the rock has crumbled away for about thirty feet of its height leaving an overhanging ledge projecting almost into the branches of a fair-sized gum tree which stands between the base of the cliff and the creek. The creek here is spanned by a natural bridge of rock which is a few feet above the ordinary water level.<sup>20</sup>

Evidently this bridge of rock was the same one Jim had spoken of after his arrest, so the search party may have been close. However, the wild rocky terrain proved too much for them and even with all the advantages they had the cave remained undiscovered.<sup>21</sup>



Today the treasure legend continues to attract gold seekers to the area, however, no success has ever been recorded.

There are several such intriguing narratives centred around this small community. Another is that of a Singhalese immigrant whose story is one of loneliness, hunger and tragedy.

At the time when sugar cane farmers were casting around for an alternative source of labour, one of these alternative sources was the possible introduction of Singhalese workers. Some labourers from other countries certainly found their way to the Maryborough district, several groups of Singhalese arrived at various times in more northern ports, but these people too were treated, generally, as the South Sea Islanders were being treated, and many were desperately unhappy with their plight. In January 1883 a lone Singhalese worker had travelled from Maryborough to Musket Flat. Later news reports stated that the man, whose name was never known, had been roaming around Musket Flat for about a fortnight. He had been offered work but had allegedly refused employment, preferring to beg for a living. According to contemporary reports, the townspeople quickly became tired of supplying him with free food, and the *Maryborough Chronicle* later claimed:

Eventually, on Wednesday night 17 January, 1883, he was refused food by some of the settlers, and on that evening was seen alive for the last time. Next morning a little girl named Schneider, daughter of the proprietor of the Travellers Rest Hotel, while running about the paddock at the rear of the hotel, discovered the strange visitor hanging to a tree. She ran home and informed the villagers, who sent in word to the Maryborough police, and pending their arrival, the corpse was left hanging. An examination showed that it was a case of very determined suicide. The victim had procured an old clothes line barely strong enough to carry his weight. Having taken off all his clothes and folded them carefully, he placed them at the foot of the tree he had chosen, and must then have ascended the tree and made fast one end of the rope to a fork, the other end being slip-knotted on his neck. The rope was too thin and worn to permit the would-be suicide terminating his career with a sudden jerk, so he apparently descended the tree until the rope was extended, then allowed his body to swing gently in the air until asphyxia completed its work. The neck was not broken nor the features distorted, while the body was perfectly straight, the arms hanging loosely at its sides. The body wore no clothing except a red kerchief round the loins. The resolute nature of the man was shown by the fact that though he hung close to the trunk of the tree, and with his feet only just off the ground, he apparently made no effort to retrieve the fatal step when once he undertook it.<sup>22</sup>

Musket Flat resident Mrs N.G. Rose, speaking at a meeting of the Maryborough, Wide Bay and Burnett Historical Society in August 1963 told her own version of this event.

There is a large gum tree on the Flat which was the scene of an early hanging. At this time a large group of aboriginals (sic) were on Musket Flat, also a lone Singhalese who spoke very little English, but who would come to the houses holding his hands in front of him and saying, 'Me hongery, me hongery.' When some stores were missing the Singhalese was blamed, which so prayed (sic) on his mind that he hanged himself from the gum tree. Afterwards it was discovered that the blacks were the culprits, so the white people decided to get rid of them, and a young white man blackened his face and dressed himself in sheets and went down to the blacks' camp holding his hands out in front of him and saying, 'Me hongery, me hongery.' This was too much for the aboriginals (sic) who were very superstitious, and they cleared out lock, stock and barrel.<sup>23</sup>

The first mail coach from Maryborough to Gayndah, travelling through Musket Flat, was driven by Maryborough businessman George Ambrose White in 1861. It may have been an uncomfortable ride along the dusty tortuous roads, but it certainly did not lack for creature comforts, as hotels and public houses were lined along the road every few miles. On what was then the outskirts of Maryborough was the Carrier's Arms, with the Blossum Inn situated on a property opposite the golf club. Farther along the road were the Albion Hotel, the Dunbarton Castle Hotel, the Toll Bar Hotel at Copenhagen Bend, then came the Crossroads Inn at the junction of Teebar and Gayndah Roads, Rockemer's Rising Sun Hotel at Dunmora, the Logbridge Hotel and finally the Musket Flat Hotel at the small settlement itself.<sup>24</sup>

The township of Musket Flat was not destined to survive through to the 20th Century. As the rail line to Gayndah was pushed through so the need for teamsters decreased. The town's economy suffered a rapid decline, smithies, general stores and public houses all closed in monotonous succession.

Robert Grout's son, James Edward Grout was a noted horse breeder and two of his horses, 'The Toff' and 'Archer', were reputed to have been the most outstanding jumpers of the day. James Grout was born at the Steam Packet Hotel in Maryborough - later the site of the Hotel Francis. He was taken to Musket Flat by his

parents when he was just two weeks' old and he remained there for the rest of his life. He died of a heart attack while saddling his pony on Saturday 29 May, 1937. He was seventy-six years of age at the time of his death.<sup>25</sup>

Today little remains of the settlement but a single house and an overgrown - hardly recognizable - cemetery.

\*\*\*\*\*

### Sources and Notes for Chapter Thirty-nine.

1. Maryborough Wide Bay and Burnett Historical Society file M 29.
2. Borchardt, F. *Where the Wuccas Roamed*, p 20, Maryborough, Wide Bay and Burnett Historical Society file W 49.
3. M/C. 1 June, 1937, p 6.
4. Maryborough, Wide Bay And Burnett Historical Society file M 29, M/C. 12 March, 1958, p 4 and M/C. 25 July, 1968, p 18.
5. Maryborough, Wide Bay And Burnett Historical Society file E.7.
6. Official survey map, Town of Elliot, Parish of Doongul, Department of Mapping and Survey.
7. Maryborough, Wide Bay And Burnett Historical Society file E. 7.
8. M/C. 5 February, 1884.
9. M/C. 27 September, 1900.
10. M/C. *ibid.*
11. M/C. *ibid.*
12. M/C. *ibid.*
13. M/C. 24 October, 1900.
14. Author interview with Alwyn Grout, August, 1990.
15. M/C. 24 October, 1900.
16. M/C. *ibid.*
17. Author interview with Alwyn Grout, August, 1990.
18. M/C. 24 October, 1900.
19. M/C. *ibid.*
20. M/C. *ibid.*
21. M/C. *ibid.* It has been variously reported that the identity of Big Jim was, in fact, James McPherson, although the documented accounts of McPherson's exploits, and particularly his arrest, do not corroborate this legend.
22. M/C. 20 January, 1883.
23. Maryborough, Wide Bay and Burnett Historical Society file M. 30, address of Mrs N.G. Rose, 26 August, 1963.
24. M/C. 29 April, 1955.
25. M/C. 1 June, 1937, p 6.

## Chapter Forty.

### Dugong Hunting.

Apart from the traditional aboriginal hunters, it is difficult to place precisely when dugong hunting commenced in the waters of Wide Bay. One of the first references we have of this activity was recorded in the *Maryborough Chronicle* in August 1861 when a report claimed that a man named Thomas Gees who was employed in 'dugong fishing' in Hervey Bay, had then obtained, '...a couple of beautiful pearls, one weighing three grains, one two. The larger of the two is the size of a pea.' Gees stated that similar pearls were plentiful in Hervey Bay.<sup>1</sup>

The dugong hunting industry, especially during the 1870s and 1880s, was primarily controlled by one person, a man named John Lionel Ching, who would harpoon the mammals in Sandy Straits and sell the flesh and oil to a ready market in Maryborough and elsewhere. His production plant was based at Stewart Island, opposite Boonooroo. Prior to this Ching had maintained much the same operation at Tin Can Bay until the dugong in that region had become scarce. Cured dugong flesh was said to be similar to bacon and was referred to as such. The oil was reputed to have extraordinary medicinal qualities. However, Ching was so successful in hunting dugong that after several years few of the mammals could be found in the region and he was forced to travel north to a solitary island in Repulse Bay where he soon set up another dugong processing plant. His endeavours were so profitable that he was able to purchase a very fine yacht - originally built for mission work at a cost of £5000 - for just £1500. He spent another £1000 fitting out the vessel for use as a catching platform, processing plant, and home for his large family. A *Maryborough Chronicle* journalist described the boat as,

...a fine vessel and upholstered in a manner to strike envy into the heart of a retired alderman, pressman, or any other person to whom money-making comes as a matter of course. She arrived in these waters in November last year, and has anchored in several spots, being now at the back of Woody Island. This constant moving about is due to the nature of the brutefish which is sought. It is usual for them to travel about in droves of from 15 to 20, all being females but the one bull.<sup>2</sup>

Ching's method of catching the mammals was to string a long net across the mouths of estuaries and creeks where the dugong were grazing on the sea grasses. The dugong could then be driven into the nets where they would become entangled and finally drown. The success of Ching's endeavours in killing these remarkable creatures can be seen from the following newspaper report:

All the work is done in the dark and fishing is only carried on during the first and last quarters of the moon. Mr Lionel Ching's experience since he arrived in November has not been as pleasant as he could have wished, though on the whole he has done very well. He has prepared no less than 350 gallons of dugong oil, although it was not until April last year that the fish returned to their old haunts.<sup>3</sup>

Ching sold his oil in Maryborough and elsewhere and would arrive at the Maryborough wharves with barrels of oil, flitches of bacon and substantial quantities of minced dugong meat. He had even perfected an ointment which he advertised in his pamphlets as being capable of curing, '...rheumatism, bruises, sprains and other ills the flesh is heir to.' The oil was used internally for a wide range of diseases and was highly recommended as a substitute for cooking lard. Another of Ching's sidelines was to supply dugong calves to various museums, including the Melbourne museum, and according to a news report of 1887, he held orders from eighteen other museums around the world.<sup>4</sup>

Other dugong fishermen included Malcolm McGregor and George Ambrose White who, after leaving the Gympie goldfields set up a small operation at Hervey Bay during the 1870s, building a crude hut where they carried out the boiling down of the mammals. Their work was only modestly successful and they later gave up the venture.

One of the industry's earliest pioneers was Ebenezer Thorne, a sometime associate of Ching. Thorne later wrote:

I carried on this industry in Wide and Tincan Bays years before Mr Ching ever saw the place, as Mr John Hamilton, M.L.A., who first accompanied me in my whaleboat in an ever-to-be-remembered voyage from Noosa Bay, and who for some time had charge of the same, can testify, as could also any of the older residents of Maryborough of the years 1870-71. It was through my suggestions that Mr Ching, who accompanied me to England in 1871, subsequently returned and commenced the business which was at first intended to have been a partnership between us ... A Mr Edwards was the first white man to catch dugong in Wide Bay ... Mr Ching's father ... one of the most respected citizens in Launceston, was a chemist and wine and spirit merchant ... and Mr Ching's brother, when I last met him, was a (naval) commander.<sup>5</sup>

Prior to the banning of the trade in 1965, dugong oil was a popular Australian product. Brisbane chemists bought it in large quantities and it was also used in the production of cosmetics. Dugong bone, when turned into charcoal was said to be, '...the best charcoal for sugar refining.'<sup>6</sup>

Other dugong hunters such as Percy Wheeler and his associate William Bilsborough could not keep up with the demand as orders for the valuable oil arrived from as far away as New Zealand and the U.S.A. Wheeler began netting commercially in 1924. The dugong were first netted then brought to the surface and shot. When rendered down the fat of each animal yielded approximately four gallons of oil. Production over the years increased to around four hundred gallons annually. 26 oz bottles were selling for as high as ten shillings, a vast sum in those days. During the First World War the oil came into its own and was said to relieve the suffering of soldiers who had been gassed in the trenches. Wheeler claimed that the oil was excellent for adding extra stamina and longevity and he was himself still working at the age of ninety-one years.<sup>7</sup>

As we have seen Wheeler's associate in dugong hunting was William Bilsborough. In 1964, when Bilsborough was ninety-two years of age, he recalled that he had first become interested in the dugong industry after listening to an aboriginal man named Yorky King who told him of the miraculous healing properties of the dugong. King claimed that his people had used dugong flesh and oil to cure a wide variety of ailments. Bilsborough was taken by King to the breeding ground sometime during the 1920s. He claimed that after he started marketing dugong oil he received orders from New Zealand, Tasmania, and even from the Washington hospital in Washington D.C. He sold the dugong steaks for two shillings per pound and likened it to blade steak, adding: 'I raised my family on the oil. It was very good for frying fish and we used it in our scones.'<sup>8</sup>

Other names associated with this industry include the Bellerts, operating from Toogoom, the Smith brothers in their boat the *Comfort*, and Mel Simpson with his associate Cliff Chew, who purchased their dugong hunting business from Bill Bilsborough.

Aboriginal people are still allowed to hunt a small number of dugong, and poaching, especially in more northerly waters, is still carried on - although the extent of this poaching is not known as the poachers are rarely caught. The practice of shark netting has had a detrimental affect on dugong habitats, the dugongs becoming enmeshed in the nets and drowning, this practice has been largely responsible for the decline in dugong numbers during the past thirty years.<sup>9</sup>

\*\*\*\*\*

### Sources and Note for Chapter Forty.

1. M/C. 29 August, 1861, reproduced in M/C. 29 August, 1911.
2. M/C. 25 June, 1887.
3. M/C. *ibid*.
4. M/C. *ibid*.
5. M/C. 15 November, 1893.
6. Bertram G.C.L. and Bertram C.K. *The Modern Sirenia: their Distribution and Status*. Biological Journal of the Linnean Society, London, Volume 5, 1973, p 324.
7. Unpublished paper by Bill Rendall, Maryborough, Wide Bay and Burnett Historical Society.
8. M/C. 20 June, 1964, p 2.
9. *Sirens of Tropical Australia*, by George Heinsohn and Helene Marsh, reprinted from Australian Natural History, Volume 19, Number 4, October-December, 1977. Bertram G.C.L. and Bertram C.K. *ibid*, p 312. For additional details on the dugong hunting industry - particularly as it functioned at Burrum Heads, see, N. 'China' Johnson's book, *Burrum Heads* published in 1988, pp 76-81.



## Chapter Forty-one.

### Maryborough Cemeteries.

During the very early days of the establishment of Maryborough there was no cemetery as such. Those who died were invariably buried on the land they owned, or somewhere in the bush, this was especially true for those who lived beyond the boundaries of the embryonic township. John Carne Bidwill for example was buried at Tinana. When two of E.B. Uhr's children died they were buried somewhere in the region of the rear of what is now Windsor House in Kent Street, Uhr having a store near the site of what was later Gataker's warehouse.<sup>1</sup> The precise location of the graves was reported to have been on an easement connecting Kent and Wharf Streets. E.L. McLucas, who lived in Windsor House circa 1947, allegedly rediscovered the graves which he said were situated against the back fence of the property. He cleared them so that photographs could be taken.

E.B. Uhr originally lived in a small house at Ululah, but later moved with his family to another house on the same allotment. Fanny Augusta Uhr was reputed to have been killed by lightning but later reports claim that the child of thirteen months died from a sudden illness a few days before Christmas 1854. Her sister was reported to have died at the age of twelve, nine years later, and was buried alongside her. Their father was alleged to have planted a bunya pine at the head of the graves, but this and the graves themselves have long since disappeared.<sup>2</sup>

The *Maryborough Chronicle* later reported that the pine tree had been planted long before the deaths of the girls, Uhr had meant it as a Christmas tree for his children.<sup>3</sup> Reports of these graves vary and it is difficult to discover the truth with any accuracy. The graves were found in September 1891, '...at the back of Mr O'Regan's new boarding house in Wharf Street.' The gravestones were reportedly discovered, '...about a foot beneath the surface and ... well preserved.'<sup>4</sup>

One early Maryborough resident writing in 1924 claimed that Fanny Augusta died on 26 December, 1854, and that her sister, with the rather unlikely name of Mary Percy (also reported as Percey) Stanley Uhr, died on 21 June, 1855.<sup>5</sup>

The pine tree shading the graves reportedly lasted for many years until it was poisoned sometime during the early 1930s. It fell in 1935 and was used for firewood. By then the gravestones were crumbling.<sup>6</sup>

The dates of the children's deaths are something of a mystery. The gravestones were still in place in 1956 when the city health inspector, A.F. Sprenger, claimed that they were the oldest known graves in Maryborough. The headstones were reported to have given the dates of deaths as, Fanny Uhr, 23 December, 1854, and Mary Uhr, 21 June, 1853. The gravestones were removed sometime after 1956.<sup>7</sup> However, much of this remains pure speculation and the precise locations of the graves are not known. In 1994, historian Marie Walker, the great niece of the Uhr children, wrote of them:

Their parents, Edmund and Amy Uhr were among the first people to settle in Maryborough. Their first humble residence was built on what was then known as Ululah reserve, between 1848 and 1849. The building was carried out by Elijah Smith.

When a survey of the new Maryborough township was completed in 1852, Mr Uhr changed the family home to a new site facing Wharf Street, close to where the River View Hotel, also called the Melbourne Hotel, was built.

Uhr's property extended from a Wharf Street frontage to Kent Street where he had a wooden store built about 1852 on the same site later occupied by Gataker and Co.'s brick warehouse.

The graves of the two children were made in the home ground behind the wooden store.

The graves were marked with a suitable headstone which remained above the burial ground until some time during the First World War when the store had some extensions added. When extensions were made at the back of Gatakers and a concrete area was placed over the graves the tombstone was removed 40 to 50 yards from the graves. At a later stage the head stone was placed in a small lane-way at the back of Windsor House.

During 1980 a decision was made to replace the tombstone in a small park area on the corner of Wharf Street and March Street. While final plans were being made for the removal the head stone disappeared.<sup>8</sup>

Furber and Wilmshurst, and the graves of the McAdam family are located at the site of the first Maryborough cemetery at Baddow. When the township was removed this cemetery became neglected and rank with weeds. Another small unofficial cemetery was reputed to have been located somewhere between the town and the present rose gardens, near the site of the high school, although there are no official listings of such a cemetery and reports of its existence are unconfirmed. The Lands Department at Maryborough have no record of such a site. The second official cemetery was located in Kent Street, at the present site of the rose gardens in Elizabeth Park, opposite the flour mill. It was first registered as a cemetery in October 1871. However, as the town expanded, cottages were built all around this cemetery and the council became increasingly concerned over the dangers for public health. A new cemetery at its present site was then registered and burials at the old cemetery ceased in 1873 - just two years after the first burial.<sup>9</sup> There were few headstones, as many of the early pioneers could not afford them. In 1907 the trustees of the second cemetery announced that anyone who had relatives or friends buried there and who wanted to move the headstones to the site of the new cemetery, could do so. A plot of ground would be supplied free of charge.

In January 1920 it was revealed that the state government had promised to bring out a bill to transfer the freehold to the council so that the ground could be used as a park - providing the council undertook to remove any bodies if relatives of the deceased demanded their removal. Alderman Lee Garde stated in council that he thought it would be a perfect site for a museum but this, of course, never eventuated.<sup>10</sup>

Between the years 1907 to 1921, the old cemetery was cleared, the remains were not removed.

At the site of the present cemetery burials take place on a strictly denominational basis. Chinese, aborigines and South Sea Islanders were once buried just inside the main gate, largely in unmarked graves. In November 1923 the cemetery trustees handed over control of the cemetery to the council, as they could no longer look after it. George Willey, secretary of the Cemetery Board of Trustees, informed the council that expenses had outweighed income by more than £133 for the year.<sup>11</sup>

In August 1956 the Maryborough City Council announced that the cemetery would be expanded with the addition of a further thirty acres which effectively became a fourth cemetery, being designated a garden of rest.<sup>12</sup> This new section, the garden of rest, received approval in April 1959, and in September 1968 a licence was granted for the construction of a crematorium.<sup>13</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Forty-one.

1. Maryborough, Wide Bay and Burnett Historical Society file G 9.
2. Ibid.
3. M/C. 25 February, 1935, p 4.
4. Reproduced in M/C. 21 November, 1990, supplement p 34.
5. M/C. 27 June, 1924, p 4.
6. M/C. 25 February, 1935, p 4.
7. M/C. 1 June, 1956, p 1.
8. Walker, Marie, private account written for the author, November, 1994.
9. Maryborough City Council cemetery records.
10. M/C. 21 January, 1920 and 23 June, 1921.
11. M/C. 28 November, 1923.
12. M/C. 24 August, 1956, p 1.
13. Paper given by historian Norman Buettel, 25 February, 1985, Maryborough, Wide Bay and Burnett Historical Society file C 28.

## Chapter Forty-two.

### The Burnett Goldfields and Other Regions of Mineralogical Interest.

It was long recognized in Maryborough that the discovery of a goldfield close to the town would be of great benefit to the community. Such a goldfield would bring enormous wealth to the region, shipping would increase dramatically as hopeful miners rushed to the Wide Bay, import duties would soar, retail businesses would experience huge increases in their turnovers.

In July 1863, following the government announcement of a substantial reward for the discovery of a payable goldfield, six Victorian gold diggers arrived at Maryborough. They attended a meeting of townspeople during which the diggers proposed that they had come to the region to put their experience at the disposal of the Maryborough people in an attempt to discover such a goldfield. Those people present at the meeting agreed to pay for a portion of costs of setting up such an expedition and promissory notes were deposited at the Commercial Bank. £40 was subscribed at the meeting and only another £40 was required to purchase all the necessary stores and equipment, for which a public subscription was arranged. The result of this expedition is uncertain, however, in 1863 a prospector named Peter Hansen did find a goldfield in the Gayndah region. He offered to sell his discovery to the people of Gayndah but his offer was treated with scepticism and reluctantly Hansen left the region with the intention of going to New Zealand. He later claimed that although the goldfield was reasonably rich and the ground would pay good wages, he believed, '...that it would not pay him for the heavy expenses of prospecting, and he wanted some more substantial reward than a prospecting claim.'<sup>1</sup>

Hansen was booked to travel aboard the ship *Queenslander* to New Zealand in November that year. While the vessel was at Maryborough three residents boarded it and persuaded Hansen to come ashore to attend a meeting to discuss ways in which public money might be raised to pay for his secret. The meeting, attended by a large number of people, was held in the Maryborough court-house. Hansen claimed that he did not want money to assist him with the discovery, that the discovery had already been made and that he wanted £450 to tell where the goldfield was located. He claimed that in order to win the confidence of the people he wanted no money until the find had been verified as a payable goldfield. This, and the eight ounces of gold which Hansen claimed came from the goldfield, were sufficient inducements to sway the public and a decision was put to the vote which was carried with only one dissident. £60 of the sum was immediately subscribed and advertisements were placed in the local paper to raise the remainder of the money.<sup>2</sup>

By 26 November the first £100 had been raised as part of the conditions laid down by Peter Hansen, yet the news coming in from the Gayndah region was not comforting. Shortly before the money was raised a Mr Elliott of Yenda brought the rather disconcerting news that Hansen's goldfield at Reid's Creek, some thirty-six miles from Gayndah, had been 're-discovered' by another man named J. Parker of Iderway station and that several diggers were already working the best claims. Hansen was vitriolic over the affair and stated that the people of Gayndah, unlike the people of Maryborough, seemed 'dispossessed of honour.'<sup>3</sup>

Hansen's secret was clearly no longer a secret. By the following August there were many diggers on the field and while it was not a discovery of any great magnitude the gold being found there was evidently providing the diggers with reasonable rewards for their efforts. One correspondent stated: 'Some of these men have ... been working on the diggings ever since the departure of Peter Hansen, and if that is not a sure sign that they are doing well what better proof can be shown.'<sup>4</sup> A little more than two months later the reports from the goldfield were much the same. The population was steadily increasing as more gold was found and many Maryborough residents began to feel that an opportunity was being missed. However, the goldfield correspondent of the *Maryborough Chronicle* was quick to point out that the finds were modest and that many who travelled to the diggings often returned empty-handed to Maryborough. He wrote: 'The finds up to the present time have not been considerable, but all who are working ... are making more than a living ... As may be expected there have been one or two discontented covetous spirits on the ground, who, because they could not, as soon as they arrived, hit upon nuggets as large as camp ovens, went away disgusted.'<sup>5</sup>

After a long lull a mining boom broke out during the latter half of the 1880s with the discoveries of gold at Mount Shamrock and Paradise and at other smaller goldfields such as Gebangle and Stanton Harcourt. These discoveries resulted in a mini-boom which continued well into the following decade.



The *Maryborough Chronicle* later reported:

It may be said to have begun with the discovery of rich surface prospects at Mt. Shamrock near Degilbo, followed soon after by still more sensational finds at Eidsvold. Then auriferous reefs were located at Geebangle, Paradise, Reid's Creek, and round about Mt Perry and Gayndah. Free gold ... was found at Mt Biggenden. Soon there was great mining activity all over the Burnett and some parts of the Wide Bay district. Companies were formed, capital freely subscribed, winding plants and crushing batteries erected and shafts sunk. It is to be feared that the community went mining mad in those days and a great deal of money was recklessly lost. Maryborough had two stock exchanges on which the share list was called night and day. Scrip changed hands and the proceedings often became a gamble in which neither buyer nor seller knew where the mine was nor anything about it beyond dubious reports and still more dubious rumours. Genuine and promising shows were discredited by the 'wild cats' and ultimately early in the nineties the boom burst, leaving few investors who had made anything out of it, while some lost their life's savings and were ruined. Yet during this period a considerable quantity of gold was produced and some mines for a while, notably at Eidsvold, and Mt Shamrock and Biggenden in their earlier stages, paid dividends.<sup>6</sup>

However, despite the unbounded optimism of these early years the Burnett gold fields were not destined to provide any great wealth to the region. For the following thirty years the returns were spasmodic, unreliable and often unprofitable. In November 1898, a dispirited correspondent wrote:

During the interval that has elapsed since my last letter, quite a change has taken place, but I regret to say, not of a beneficial nature. Buildings are disappearing slowly, being shifted to other parts, and some of our old residents have had to leave to seek fresh homes. Many of our mines are idle, the returns not being satisfactory ... The Berrie Paterson, Nil Desperandum, Eureka and Southern Cross line of reefs are abandoned ... Two tons (of quartz) were treated at the Crown battery from the Lady Rachel (mine), at Stanton Harcourt, and gave a return of 2 ozs 4 dwt, but owing to the distance there is no profit in treating it.<sup>7</sup>

Perhaps the most remarkable story of reported gold finds in the Wide Bay or Burnett regions - apart from the Gympie strike - was that of the Le Blowitz reef mystery.

In 1888 one of the greatest sensations in the mining history of Queensland was created by the arrival in Maryborough late one night of a mining prospector named Tom Le Blowitz. (Also known as Le Blowr and Le Blower). This prospector allegedly carried a sugar bag containing a large quantity of very rich gold specimens. According to contemporary reports these specimens were attached to a quartz conglomerate. Prior to being lodged at a bank they were reportedly placed for safekeeping in the care of two men, H.J. Marks and Ernest Kruger, presumably friends or associates of Le Blowitz. News of the gold rapidly spread throughout the region and beyond. It was said that even the richness of the Mt Morgan deposits were insignificant compared to the discovery Le Blowitz - or Tom the Blower, as he was called - had made.

Le Blowitz was reported to have been previously employed as a miner on the Eidsvold goldfield by a syndicate of Maryborough businessmen, but, as the *Maryborough Chronicle* later reported:

He, however, with true miner's instinct, soon abandoned wages for the more attractive work of prospecting. After several weeks spent exploring around Eidsvold, Mr Le Blowitz suddenly disappeared from the then canvas mining camp, and was not again heard of until he walked into Maryborough, tired and weary, with his precious load. Men, women, and children simply went mad with excitement as visions of untold wealth were whispered into confiding ears. But Le Blowitz guarded his secret well. He became the hero of the hour and was the most sought after man in Southern Queensland. No inducements were sufficiently tempting to bribe him into even hinting the whereabouts of the 'mountain of solid gold' of which he alone knew the secret.<sup>8</sup>

Commercial enterprises quickly realized the golden opportunity for promotion. For example in March 1888 a boot retailing establishment in Ellena Street Maryborough paid for the following advertisement in the *Maryborough Chronicle*:



Le Blowr's (sic) wonderful discovery of gold has created no end of excitement in the town and we feel in duty bound to let the public know that the discovery was made in consequence of the affinity that exists between Gardner and Company's Boots and the precious metal. It has been all along asserted that Gardner and Company's Boots were as good as gold, the proof is now forthcoming, as Mr Le Blowr is known to have been wearing a pair of this firm's Boots when he made his fortunate discovery. Under the impression that too much dust was adhering to the boot upper, he raised his boot on to the edge of the rock in order to assist him the better to wipe the dust off. While in the act the glittering of the gold attracted his attention, hence the discovery.

**Moral:** Prospectors and everybody else, purchase your Boots from Gardner & Company, London Boot Warehouse, Ellena Street. And don't you forget it.<sup>9</sup>

Various syndicates were formed to purchase the information from Le Blowitz which would lead gold hunters to the deposits. Old friends and acquaintances attempted to get the secret from him but without luck, Le Blowitz remained obstinately silent over the location and the gold-fever grew rapidly in Maryborough. People watched the prospector wherever he went, he could not enter or leave his lodgings without being spied upon. After several weeks of this silence, and as public curiosity grew to unprecedented proportions, it was rumoured that a syndicate had finally offered enough money to Le Blowitz for him to reveal his secret and that a covert expedition was in the process of being planned. Rumours flew thickly, some of them may have been placed abroad to deliberately obscure the syndicate's true course of action. One of these rumours was that a special train was being prepared, a 'gold train' which would take the syndicate members on the line to Bundaberg. Somewhere along this line they would leave the train and head into the interior for the gold. The press later reported that: 'A hundred or more men were stationed at convenient places on the line between Gin Gin and Boolboonda to await the coming of the "special". It was said that in the more likely places practically every fence post on the line had a man seated on it. But Le Blower never came.'<sup>10</sup>

Le Blowitz was reported to have taken the members of the syndicate by a circuitous route into the Banana and Camboon districts, across the Dawes Range, through the wilderness of the Cania region and onto the 'precipitous Galatea land, on the divide of the Dawson and Burnett waters, which a score of years previously had yielded a small but heavy patch of alluvial gold.'<sup>11</sup>

However, nothing reportedly came of the expedition. Like the saga of Lasseter's Reef some fifty years later, Le Blowitz finally was said to have been incapable of re-discovering his gold cache. The excitement of such a golden prospect eventually died away in Maryborough, although for years searchers still attempted to find the gold reef. Over the years mining experts were said to have considered the Boolboonda region as being the most likely place for the reef, yet the mysterious Le Blowitz reef has never been found and Le Blowitz died without ever re-discovering his El Dorado. He was survived by his wife but she too could never shed any light on the mystery before she died at the Isis hospital in October 1920.<sup>12</sup>

The Le Blowitz family had also been involved in a tragedy which occurred at Stanton Harcourt on Boxing Day 1899. At noon that day Mary Le Blowitz, the thirteen years' old daughter of Tom Le Blowitz, accompanied by her dog, left their house on the old Stanton Harcourt goldfield with a small bag which she intended filling with firewood. When the dog returned without her Le Blowitz and his wife became worried and went looking for their daughter. When they could find no trace of her an alarm went out and trackers soon afterwards discovered the tracks of the girl's bare feet and of a man who had evidently worn heavy boots. The bag with a few twigs was discovered on a small ridge close by, but of the girl there was no sign. Over the following few days the search intensified but it was generally believed that the girl had eloped. Le Blowitz, however, was convinced that this was not the case. After the search had been called off he continued looking for his daughter and a week later he discovered her badly decomposed body on the banks of Towah Creek. She had been stabbed in what was described as a 'Jack the Ripper' style of murder, her throat had been cut and a post-mortem examination revealed that she had also been raped. Police trackers were once again called to the scene of the crime and shortly afterwards a suspect named Billy Broom was arrested and charged, the press reporting: 'Billy Broom, an aboriginal tracker, was brought into town (Childers) tonight and will be charged with the murder of the girl Le Blowitz before the Bench tomorrow.'<sup>13</sup>

While being escorted to Childers Broom (who was also known as Willie Broome) had attempted to escape by suddenly digging his heels into the horse he was riding, however, as the press reported: 'The constable who had him in charge ... fired two shots from a revolver which brought the prisoner to a standstill and he gave no


*Shahid 27/10/00*

**QUEENSLAND.**

HER MAJESTY'S PRISON  
*1900*  
BRISBANE

No. *476* Name *Willie Broom* (Aboriginal)  
 Native place *Queensland* Education *Nil*  
 Year of birth *1870* Height *5ft 6in*  
 Arrived in Colony (Ship *\_\_\_\_\_* Weight *190*)  
 (Year *\_\_\_\_\_* Colour of eyes *Black*)  
 From where Colour of hair *Black*  
 Trade or calling *Ex Teacher* Complexion *Black*  
 Religion *Pagan* Build *Slight*

Date when Portrait was taken *7 May 1900*  
 Offence *Murder*



When and where tried *27 April 1900*  
*Bundaberg Court*  
*Prosecution*  
 Sentence *Death*  
*Executed 11 June 1900*

No. of previous Portraits *Nil*  
 Marks and special features *Large scar neck & throat*  
*Scar forehead*

**PAST CRIMINAL HISTORY.**

Where Convicted	When	Offence	Sentence
		<i>Nil</i>	

*Willie Broom, executed 11 June, 1900, for the murder of Mary Le Blowitz. Source - Queensland Premier's Department.*

further trouble on the road.<sup>14</sup> Broom had allegedly been seen in the vicinity of the Le Blowitz house at around the time of the murder, and, on searching his belongings, the police had reportedly found a blood-stained knife. Broom denied the allegations but was handcuffed to a tree for the night before being taken to Childers. Broom admitted to being in the vicinity of the murder scene but implicated another man claiming that this second person had killed the girl. Despite these protestations Broom was tried at the Circuit Court Bundaberg in April 1900 and sentenced to death. He was hanged at Boggo Road gaol on 11 June that year, the press reporting:

The aboriginal, Billy Broome, (sic) was executed at Boggo Road Gaol at 8 o'clock this morning, for the outrage and murder of a girl at Stanton Harcourt on Boxing Day. Broome's execution was originally fixed for a fortnight ago, but was postponed for a fortnight to enable the police to investigate the confession made by him implicating another person. When Broome was placed over the drop this morning and with the noose around his neck, he was asked by the warder if he had anything to say before the bolt was drawn. He replied in a clear voice, 'I did not kill the girl (so-and-so) did,' naming the person implicated in his confession. The warder replied, 'Are you sure you are not telling a lie?' Broome replied, 'I am dying now, and no use tell a lie, but I did not kill her; so-and-so did.' The bolt was then drawn, and death was instantaneous. Broome slept well last night, and ate his breakfast this morning.<sup>15</sup>

Despite the occasional intense bursts of interest which surrounded stories such as the Le Blowitz reef mystery, the discovery and exploitation of gold and other minerals in the Burnett and Wide Bay remained fairly prosaic affairs. Goldmines in the Eidsvold region included the Mount Rose, Stockman's Junction and Mount Rose P.C., areas held under miners' rights which totalled some forty-two acres on which there were buildings and plant valued at around £12,000 when, in 1908, a conglomerate of Maryborough and Bundaberg investors formed a company to explore the potential of the region.<sup>16</sup>

By that time the Mount Rose and Stockman's Junction mines had been worked for about ten years, having ceased production approximately six or seven years previously when the cost of gold retrieval had exceeded the price of gold. The gold produced by the battery was valued at over £170,149, of which £70,000 had been paid in dividends.<sup>17</sup>

Using more modern methods of gold retrieval this new group of investors intended treating the tens of thousands of tons of old tailings the former leaseholders had left behind. According to a report written by geologist W.H. Rand, each ton of rubble would yield approximately thirty-five shillings' worth of gold. The group also intended re-commencing mining operations in several shafts, including the Alma shaft which was to be pumped clear of flood water.<sup>18</sup>

These efforts were only moderately successful although another minor renaissance occurred on the Eidsvold goldfields in 1933 when several of the old mining ventures received a new lease on life. J. Blundell and Sons reopened the Augusta mine in October 1932 and soon afterwards carried ten tons of ore to their four headed stampers. They extracted two ounces of gold to each ton. They told the press of the day that there was still plenty of gold-bearing ore left in the mine and they would continue working it until the reef disappeared.<sup>19</sup>

A. Chippendale of Bundaberg also reopened the Lady Rose goldmine which had been closed, because of 'bad air', thirty years previously. At the time of its closure the mine had been yielding an average of more than two ounces to the ton. Smith and Company had opened the Hollow Tooth mine and reported that yields were profitable, as was the Eye Opener mine which had also been re-opened. H. May and Company from Bundaberg was processing the old tailings with cyanide and was making a 'steady profit'.<sup>20</sup>

Gold was also discovered in Maryborough in 1875 and several enterprising people applied for leases at Tinana, although it seems that little came of the venture.<sup>21</sup> In 1882 gold was again found, although not in any appreciable quantities. Early that year several men blasting rocks which were obstructing navigation in Tinana Creek near Alpha plantation were surprised to find that the stone taken from the blastings showed definite signs of gold-bearing quartz which the press later described as, '...a clean quartz leader or reef running through green-stone similar to that which abounded on the Lady Mary line Gympie.' The quartz was traced back in a east-north-east direction to the bank of the creek and subsequent investigations of the samples were so promising that 1 ½ tons of the reef were cut out and sent to Gympie for analysis.<sup>22</sup> In his private paper: *Gold in Tinana Creek*, G.M. Hausknecht claimed that the blasting had been carried out to enable fully laden juice punts to navigate their way to Yengarie. He claimed that seven sacks of gold-bearing ore were sent to Germany for processing, (although this is unlikely), and that a total of seven pounds was finally received in payment, the remainder of the money being used to pay the costs of processing and transport.<sup>23</sup>

In 1931 a prospector named Lambert discovered gold at Cracow, approximately seventy miles from Eidsvold. The *Maryborough Chronicle* later reported that a Sydney syndicate was paying Lambert a massive £35,000 for his claim and was in the process of purchasing other adjacent properties.<sup>24</sup>

Confidence in the Cracow project may be seen from the trading of company shares on the Melbourne stock exchange the following year. Shares in the Australian Gold Development Company soared from £70 to over £300 when they announced that they were about to take over the working option of the Cracow mines.<sup>25</sup>

By July 1932 there had been thirty-three leases granted on the Cracow goldfields and nine more were being applied for.<sup>26</sup> Two weeks later the *Maryborough Chronicle* published the headline: 'Mass of Golden Stone, Queensland's new goldfield ... of surpassing value.'<sup>27</sup> The report went on to state that the Upper Burnett goldfield at Cracow was about to become one of the most ambitious projects ever attempted in Australia and that according to Charles E. Daniels, director of Cracow Consolidated Options Ltd., some mines on the field were yielding a massive twenty-seven ounces of gold to each ton of ore.<sup>28</sup>

Maryborough, of course, was seen as being the primary port for the burgeoning goldfield at Cracow, and another golden era similar to that brought about by the Gympie discovery was envisaged. Indeed, there was a considerable gold-rush and mining leases were difficult to obtain. Hundreds of house allotments were sold at Cracow and in October that year the first shipment of mining machinery was shipped through the port of Maryborough.<sup>29</sup>



## Quicksilver.

Quicksilver was discovered by a shepherd on Kilkivan station in 1872, although, for the following twelve months or so, little if anything seems to have been done to take advantage of this extremely rare deposit. In 1873 a Doctor Woolf, representing Australian capital investments, visited the region and was very pleased with the potential of the quicksilver deposits. He boarded ship to return to Europe to finalize financial details but he died during the voyage and nothing further was done to exploit the mineral. In 1874 the Hester brothers, who had emigrated from California, became interested in the quicksilver deposits. They started mining operations, erected a retort house and distilled the mercury at a modest profit. However, approximately twelve months after beginning their operations they could get only about £4 per flask for their mercury and it was financially impossible for them to carry on.

For almost a decade nothing further was done to mine the quicksilver. In 1887 the Duke of Manchester visited the region and he too became very interested in starting a company to extract the quicksilver. However, history repeated itself and he died before he could attract the necessary capital.

The largest boost to quicksilver mining in the Kilkivan region was made in 1931 when the Queensland Quicksilver Development Syndicate Ltd. opened their operations. The mining venture was officially opened on Saturday 23 April, 1931, by the mines minister, A.E. Atherton.<sup>30</sup>

## Copper.

Copper was discovered at Mount Perry in June 1869 when one evening a shepherd named Henry Dingle stumbled upon a deposit of the mineral. Dingle owned a property named Walcha near Drummond's Creek and was in the process of driving a flock of sheep to Gayndah when he discovered the copper. He realized that it, 'looked valuable,' but not being conversant with geology he took the sample to James Walker, a saddler of

Maryborough who was then conducting a business at Gayndah. Walker brought in Alexander Walker the Gayndah publican and Frank G. Connolly a store-keeper at Gayndah. They took the sample to William Barnard, one of the town's many blacksmiths, who said that he would smelt it for them in his forge. He cleaned up the fire, placed a bucket of sand in the coals and smelted the sample down to a burnished bar of bright copper. These men immediately formed a company of one hundred shares at one shilling per share. Two local miners, the McKenzie brothers, were contracted to sink eight shafts at the location of the discovery. While this was being done the principal shareholders managed to attract the interest of a wealthy Sydney businessman named Ebenezer Vickery (also reported as Vickerey) who subsequently sent his agent, Captain Abraham Osborne, to compile a report of the situation.<sup>31</sup>

Osborne, an experienced mining manager, returned with a glowing report, claiming that the copper at Mount Perry was vastly superior to several other established copper centres and



*New pithead gear built around an existing poppet head, Kennedy shaft, Mount Perry. Source - Maryborough, Wide Bay and Burnett Historical Society.*

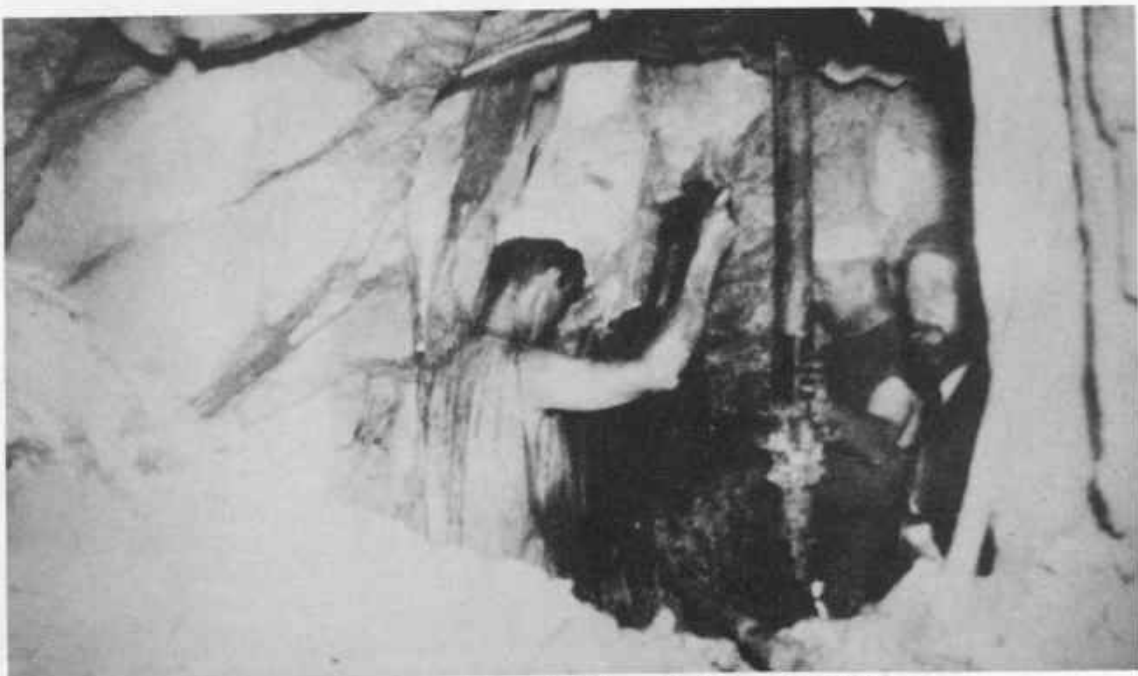




*Drilling No 10 crosscut, Mount Perry. Source - Maryborough, Wide Bay and Burnett Historical Society.*

that the region would be one of the most valuable in Australia. Vickery was convinced and quickly floated a company with a capital of £15,000. James Walker sold his shares to Benjamin Cribb of Ipswich for fifteen shillings each, a handsome profit, but he should have waited as the remaining company shareholders eventually disposed of their shares for a massive £75/1/- each.<sup>32</sup>

After a lengthy period, in March 1871, the first trial shipment of ore carried on two wagons was brought to Maryborough en-route to Newcastle.<sup>33</sup> Smelting of the ore evidently proved successful, for the following month thirty-four experienced miners arrived at Maryborough aboard the steamer *Leichhardt*. They were met by Osborne who also took delivery of seven thousand ore bags for the Mount Perry copper fields. There was considerable excitement in Maryborough at this time. The discovery of such a promising copper field in close proximity to Maryborough was generally seen as the most significant event since the discovery of gold at Gympie two years previously. Like Gympie, it was believed that the copper at Mount Perry would attract thousands of workers and result in enormous capital expenditure, new rail-roads, better roads, and compatible industries such as smelting and engineering.



*Miners working Ingersoll Sargent Drills on South Face, Mount Perry. Source - Maryborough, Wide Bay and Burnett Historical Society.*



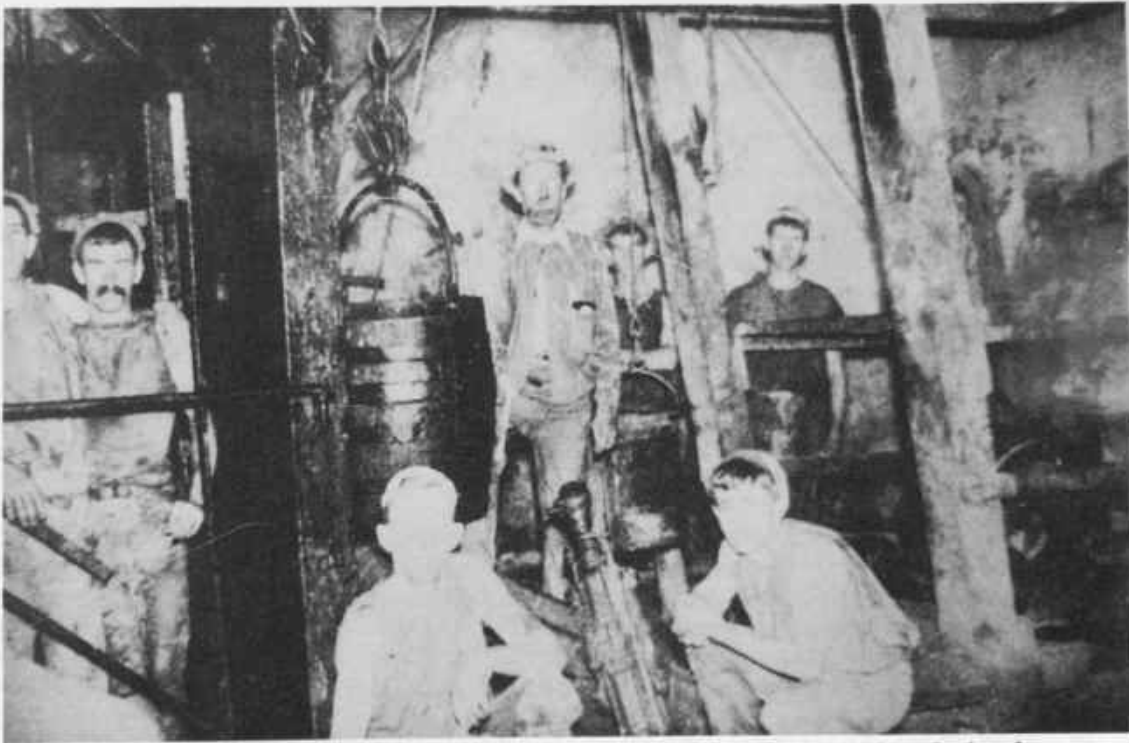
*New Moonta shaft and ore bins, Mount Perry.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.

Indeed, there was a rapid growth of population in the Mount Perry region. Within two years of the copper mines being worked there were approximately three thousand people living in the region, many migrating from other established areas such as Gayndah and Maryborough. By October that year a smelter had been established and the company - badly overcapitalized - had paid a dividend of ten per cent on its capital.<sup>34</sup>

There were at least two other small investment companies, the New Moonta Company and the Normanby Copper Mining Company, many of the latter's investors being Maryborough businessmen, and there was considerable agitation for a rail link between Mount Perry and Maryborough - much to the consternation of the people and press of Bundaberg who generally believed that Bundaberg, rather than Maryborough, should have been the main port for the import and export of materials for the copper fields. The Mount Perry Copper Mining Company established its own carting company utilizing some thirty wagons and drivers and more than two hundred and fifty horses.<sup>35</sup>



*Ore dressing plant at the abandoned Lazarus shaft, Normandy field, Mount Perry.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.



*Plat and winch chamber at No 9 level, Mount Perry, 900 feet below the surface with ore buckets from Walkers. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The road to Mount Perry was improved but no rail link was made during the life of the copper mines, despite strong agitation emanating from the people of Maryborough. Yet Vickery's company was evidently profitable, at least when the somewhat mercurial prices of copper remained high. However, as the years progressed and as those prices steadily decreased, it became evident that the price of retrieving the ore was no longer a profitable proposition. The company went into liquidation in 1877 and was subsequently acquired by Sir Thomas McIlwraith, engineer, financier, squatter and (three times) premier of Queensland. McIlwraith was involved in a large number of speculative ventures during his career, including the controversial issue of exporting refrigerated meat at the time when refrigeration plant was in its infancy and the concept was highly speculative and financially dangerous. McIlwraith did little if anything to improve the situation of the copper company and soon sold a large portion of it to a syndicate of London speculators, although he evidently retained some interests in the firm. Increased copper prices brought a gleam of hope that the industry would be again viable and in 1887 the London syndicate formed a new company which was also to exploit the deposits of gold that had been discovered at Reid's Creek. There followed two years, until 1889, of increased activity followed by a decade of decline. Yet by the turn of the century the mercurial price of copper had once again formed a renaissance of the region's industry and the population of Mount Perry soared to its previous high of about three thousand people. However, once again the fortunes of the region waned, closely following the price of copper and in 1914 the company went into liquidation.<sup>36</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Forty-two.

1. M/C. 23 November, 1863.
2. M/C. *ibid.*
3. M/C. 26 November, 1863.
4. M/C. 4 August, 1864.
5. M/C. 26 October, 1864.
6. M/C. 16 September, 1931, p 8.
7. M/C. 17 November, 1898.
8. M/C. 28 October, 1920, p 2.
9. M/C. 3 March, 1888, p 1.
10. M/C. 28 October, 1920, p 2.
11. M/C. *ibid.*
12. M/C. 28 October, 1920, p 2. For another account of the Le Blowitz discovery see M/C. 16 September, 1931, p 8.
13. M.C. 3 January, 1900, p 2.
14. M/C. 5 January, 1900, p 2.
15. M/C. 12 June, 1900. For more detailed information on the tracking and trial of Broom see various reports in M/C. 1 January, 1900, p 2, 3 January, 1900, p 2, 5 January, 1900, p 2, 9 January, 1900, p 3 and 28 April, 1900, p 2. See also Broom's prison sheet, Queensland Premier's Department.
16. M/C. 23 May, 1908.
17. M/C. *ibid.*
18. M/C. *ibid.*
19. M/C. 15 February, 1933, p 2.
20. M/C. *ibid.*
21. M/C. 8 June, 1935, p 3.
22. M/C. 25 June, 1932, p 3.
23. Maryborough, Wide Bay and Burnett Historical Society file B 91.
24. M/C. 6 February, 1932, p 11.
25. M/C. 8 July, 1932, p 2.
26. M/C. 13 July, 1932, p 7.
27. M/C. 29 July, 1932, p 2.
28. M/C. *ibid.*
29. M/C. 20 October, 1932, p 4.
30. M/C. 25 April, 1932, p 6.
31. M/C. 10 March, 1934, p 6.
32. M/C. *ibid.*
33. M/C. 2 July, 1870.
34. Maryborough, Wide Bay and Burnett Historical Society file M 102, *Historical Associations Between Maryborough and Mount Perry*, an address given by Mervyn Royle to the Maryborough, Wide Bay and Burnett Historical Society on 4 June, 1979, p 2.
35. *Ibid.* p 4.
36. *Ibid.* p 6. See also Mervyn Royle's publication *Perry's Past*.



## Chapter Forty-three.

### The Great Fire of Maryborough.

During the often turbulent course of Maryborough's early history there were a large number of major fires in the town. These fires were all extremely destructive, primarily because of the lack of any efficient fire service, the lack of a good water supply and the frailty of wooden constructions. The original fire brigade was housed in a small building with access to Lennox Street. This was later the site of the baby clinic. The brigade was moved to Adelaide Street in about 1884 where a high tower was erected from which fire brigade officers could watch for outbreaks of fire. J. Creenan, an officer of the Maryborough Naval Brigade, was reported as being the first officer to have kept watch there. The tower was dismantled in 1942 because it was considered to be a dangerous structure. The modern fire station on the corner of Alice and Lennox Streets was opened in 1951. The vacated fire station was purchased by Mr J.B. Raverty and demolished.<sup>1</sup>

Maryborough's largest fire, and, seemingly, the most destructive, was the great fire of 1876 which threatened the entire central town area.

By 1876 many of the town's very early buildings, those first constructed by the pioneers in what is now the centre of the city, were in a poor state of disrepair. More modern constructions had been erected and a large number of the older buildings had been pulled down. However, there were still several of the older buildings clustered together and these presented a serious problem. There was, of course, the health aspect, old buildings so close to a river tended to attract rats and therefore diseases, but there was also the danger of fire. That fire, almost certainly the largest ever experienced in Maryborough, finally burst into life on the night of 3 February, 1876.

The first indications that anything was amiss came at 3 a.m. when a woman's voice was heard calling: 'Fire.....Fire.' Lodgers at the Royal Hotel came racing from their rooms and spilled out onto the street. A man named Thomas McIlveny, who lived in Adelaide Street, heard the cry and ran towards the Union foundry where he believed a fire-cart was kept. On his way he raised the alarm at the Union Hotel and the Sydney Hotel. Meanwhile, a reporter from the *Maryborough Chronicle* had arrived. He found Eliza Polden, who managed a fruit shop in the block of buildings opposite the Commercial Hotel, in the process of calling for help to get her property from her shop. She was dressed in just a nightgown. Dark clouds of smoke were billowing from the two adjoining premises, a jeweller's shop and a produce store. By now the alarm was quickly spreading and people were running towards the fire from all directions. The fire was centred in a row of closely packed wooden buildings on the corner of Kent and Bazaar Streets. The cluster of buildings was collectively known as the Rookery. The reporter from the *Chronicle* was to later write: 'From the careless manner in which fire has been known to be used in these closely packed buildings, and the fact that two wilful attempts to burn down this row have already been frustrated, no astonishment was expressed that the long-predicted fire had come at last.'<sup>2</sup>

Eliza Polden told the reporter that she had been sleeping with her daughter in the attic over the fruit shop when she was awakened by the groaning of her next door neighbour, Xavier Vogel, who seemed to be in pain. Mr Vogel owned the jeweller's shop. Eliza Polden had gone downstairs to see if she could be of assistance to Vogel. When she opened her back door she saw smoke billowing from the jeweller's shop and a ruddy glare of the flames in a back room window. She immediately shouted to Vogel: 'Are you on fire?' Without waiting for an answer she cried: 'Fire,' several times, and: 'Police,' before rushing back to the attic to rescue her child and to get some important papers which she had placed, for safety, under her mattress. She threw the mattress and a small suitcase down the stairs, and managed to get a larger box of clothes outside the back door before the fire burst through the flimsy wooden partition which separated her home from Vogel's shop.

The jeweller, Xavier Vogel, later said that he had been asleep in a bed placed against the side wall of his shop when he felt a sharp pain in his hand and heard a woman screaming. Springing to his feet he discovered that his room was filled with smoke and that the wallpaper close to the roof and his mosquito net was a mass of flames. He ran to the back door, threw it open and waited for the smoke to clear. He then attempted to get into the shop to save some of his jewellery, however, the flames drove him back. Hopping around with only one boot on, he salvaged a few boxes of jewellery and several tools from his bedroom, then hurried into Kent Street. A man named W.K. Goodwin was throwing buckets of water over the flames, but, according to Goodwin's later testimony, Vogel did not offer to help. A minute later the whole shop was in flames.

By now the duty police officer, Constable Lennon, had arrived at the scene. (Some reports stated that this was Constable John Amies, but only Lennon gave evidence at the subsequent enquiry). He saw that the produce shop next to the jewellers was also in flames and the fire was spreading rapidly. Lennon smashed one of the shop windows and opened the front door. A local chemist, Mr Harrup, dashed inside and grasped the owner's account books, but nothing could be done for the £200 worth of stock or a tin cash box containing about £60 in notes and cheques.

As soon as the front of the jeweller's shop burst open the heat of the flames drove back the gathering crowd. Someone, probably Lennon, managed to rescue a small case of jewellery which had been displayed in the window.

The next property to be destroyed was the shop of Mr Leach, the boot-maker, which burst into flames and burned with a bright intensity. Next to this was a Chinese cabinetmaker's shop but all the stock was removed before the flames took hold. The next shop in the path of the unstoppable destruction belonged to a Mr Arena, hairdresser and tobacconist, who also saved most of his stock. Mr Hirst, however, a sugar baker, was a heavy loser. His shop burst into flames and exploded like dynamite, possibly because of the large stock of sugar stored inside. A valuable ice-making machine (a rare commodity in 1876), was also destroyed.

The raging fire hesitated at that point. At this time there was a small creek running across the road and it was hoped that the creek would prevent the further spread of fire to the cluster of wooden buildings on the far side. However, shortly afterwards a cry went up that the wooden bridge over the creek was ablaze, and Mr W.H. Williams - displaying considerable courage - placed himself under the bridge and managed to get the flames under control. About twenty minutes after the blaze first broke out the brick premises of Stupart and Young's started to billow smoke and the intense heat prevented anyone standing on the roof to fight the fire. Ten minutes later the entire structure was engulfed in flames and almost all the stock was also destroyed. The townspeople now worked together to save the stock of the next building, the Italian warehouse belonging to the Hanley brothers. The stock was moved into the street and as the next building, that belonging to a Chinese boot-maker named Gee, was a wooden structure, it was decided to pull the entire building down in an effort to prevent the further spread of fire. The stock was removed and the side of the building torn down. However, while this was being done the fire had managed to cross the creek unnoticed and had started to consume the photographic gallery of a Mr Thwaites. The Cutler brothers, tinsmiths who owned the next property, had already taken the precaution of removing their tools and stock, but they still sustained heavy losses, all their machinery being subsequently destroyed. That entire block of buildings which comprised the Queen's Hotel, the tinsmiths and the photographic gallery was destroyed within minutes. Several other buildings also caught fire, fire-fighters finally managed to get these fires under control.

Later reports stated that at the height of the fire the flames could be seen from more than a mile away, '...a huge perpendicular column of flame shooting upwards into the clear night sky, and bathing in ensanguined hues the pall of smoke which, undisturbed by wind, hung over the centre portion of the town.'<sup>3</sup>

At the subsequent magisterial enquiry, held on 4 February, 1876, before R.B. Sheridan and W.F. Harrington, there was a great deal of confusion over the details of insurance. The buildings had been owned by Thomas Hutchins, who had insured the premises for £300. He had also persuaded Vogel to take out insurance on his stock, but when Vogel agreed and handed over the money to Hutchins, Hutchins had taken out the insurance in his own name, later stating that he had done so because Vogel had owed him a substantial amount of rent.

Constable Lennon stated that when he first burst into Vogel's room he had seen fires in three distinct areas, one of these was at Vogel's bed, the flames licking from the bed to the shingle roof.<sup>4</sup>

Xavier Vogel testified that he definitely had not been responsible for the blaze. He admitted to having a kerosene lamp in the house but kerosene lamps were the normal method of lighting in 1876 and there had been no previous accidents with his lamp. He also said that he did not smoke in bed and that there were no combustible chemicals on the premises.<sup>5</sup>

The enquiry ended inconclusively, but it was widely believed that the Great Fire of Maryborough had been caused by Vogel.

\*\*\*\*\*

### Sources and Notes for Chapter Forty-three.

1. M/C. 10 August, 1956, p 4.
2. M/C. 3 February, 1876.
3. M/C. *ibid.*
4. M/C. 5 February, 1876.
5. M/C. 10 February, 1876.

## Chapter Forty-four

### Hospitals.

Prior to the establishment of a hospital at Maryborough, patients were treated in their own homes by local medical 'practitioners' - people often without any formal medical qualifications. However, as the population rapidly grew following the move to the new township, it quickly became evident that some kind of hospital would soon have to be established.

The first hospital in Queensland was a military hospital founded in Brisbane during the years when the penal establishment was functioning there. This was later closed and used as an immigration depot until it was finally reopened as a hospital with a trustee board established in 1848. At around the same time several smaller privately run hospitals were opened at a number of country centres. Doctor William Dorsey opened a very small private hospital at Ipswich, but patients requiring major treatment were transferred to Brisbane. Other private hospitals included a modest infirmary near Clifton and another at Gayndah. However, the first public hospital outside Brisbane was established at Maryborough in 1859.

The initiative was made on 18 February, 1856, when a public meeting was held at the police office, '...for the purpose of taking into consideration the propriety of establishing a hospital in Maryborough for the Wide Bay and Burnett Districts.' A.E. Halloran, commissioner for crown lands and also the police magistrate, chaired the meeting.<sup>1</sup>

In May 1856 Doctor Edward Fielding Palmer wrote to the colonial secretary and advised that a hospital committee had been formed. He asked that the government provide funding of £200, claiming that a similar amount would be raised through local subscription.<sup>2</sup>

On 13 May, 1856, it was decided to rent a small house in west Maryborough from a man named William Marshall.<sup>3</sup> What became of this decision is not entirely clear. The committee, believing that the rental agreement would go through without any problems, announced that the hospital would soon open, that Dr Palmer would be appointed as surgeon for a period of six months, that a wardsman would be employed (on casual rates) and that the hospital be opened, '...for the reception of patients.' Yet it seems that two speculators, James Dowser and John Harwood, with a view to making an easy profit, had purchased the building from Marshall. They declined to rent the house to the hospital board, stating that they wanted only to sell it. The board refused and all the plans were abandoned.<sup>4</sup>

On 27 January the following year it was decided by the board to rent a house in east Maryborough for twelve months at three shilling per week. The house was owned by a man named John Bolton. Bolton was instructed to ensure that the roof was shingled and a floor properly installed within one month of the agreement. At the same meeting it was decided to call for tenders for a twelve months' supply of coffins to the hospital.<sup>5</sup>

What actually became of these proposals is difficult to establish as there are no extant papers after this period. The hospital was not established in east Maryborough and plans lapsed for a few years. However, many years later, John Purser, the secretary to that first committee, wrote an account of subsequent events.

Purser claimed:

In March, 1859, a requisition had been signed requesting Dr Palmer as secretary to call a general meeting. A meeting was called and held in the Court House on Wednesday 30th March, 1859, A.E. Halloran Esq., President in the chair, and in consequence of the small attendance was adjourned till Thursday, 28th April, 1859, E.B. Uhr Esq., Vice-President in the chair, A.H. Brown Esq., proposed and Mr J. Harwood seconded, and it was resolved, 'That in consequence of the little progress which has from unforeseen difficulties been made the meeting deems it better to commence *de novo*.' The following officers were then appointed: - A.E. Halloran, President, E.B. Uhr, Vice-president, H. Palmer, Treasurer; Messrs J. Dowser, W.J. Naughton, W. Southerden, O. Faulkner, Geo. Howard, Jas. Buchanan, A. Thacker, E.T. Aldridge, A.W. Melville, and Geo. Anderson, committee, and J. Purser, secretary. At the following meeting on May 6th ... (members of the committee) were appointed to look out for a building suitable for a temporary hospital.

The building first used for the purpose was the parsonage. This was used for about six months. It was then removed to a house in John Street, belonging to Constable Doran, at a rental of 8s per week. On the 12th August, 1861, it was arranged to take a house in Ferry Street belonging to W. McAdam, at a weekly rental of 13s 6d. This was used until the hospital in Lennox Street was



erected. On October 4th, 1860, the Treasurer reported the receipt of £200 voted by the Legislative Assembly. On the 17th June, 1861, a resolution was passed that a public meeting be at once called, such meeting to be held in the Court House on Monday, July 1st, for the purpose of taking into consideration the state of the hospital and the non-attendance of the surgeon (Palmer) and the want of public interest in the institution.

The following note is entered in the minute book: - 'The patients ... complained of the want of attention on the part of the doctor,' and it appears from their collective statements that the doctor had not visited the hospital more than once a week upon an average, and also expressed their desire to be sent to Brisbane for medical treatment. Dr (Joseph) Ward was subsequently appointed ... On the 5th a letter was received from Poole resigning his position as secretary, which was declined until he handed over the money, accounts and documents connected with the hospital. On the same date, at an adjourned special general meeting held in the Court House, Mr R.B. Sheridan, chairman, it was proposed by Mr Southerden, seconded by Mr Purser, and carried unanimously: 'That the house lately occupied by Mr McAdam, in Ferry Street, be taken for six months at a weekly rental of 13s 6d.' At the same time Mr Abcott's offer to act as secretary was accepted.

At a meeting of the committee, August 4th, 1864, Dr Ward reported the removal since the 1st to the new hospital (in Lennox Street, later used as police barracks). It was used for hospital purposes until 1887, at which time the present hospital was built.<sup>6</sup>

Yet there is considerable confusion today concerning the exact locations of Maryborough's early hospitals and there are several conflicting historical reports. In her booklet, *Maryborough Base Hospital*, published in 1977, Miss L.A. Cunningham claimed that the first hospital was established, '...about six years after the first settlers arrived,' and that it was a two roomed slab hut located in Fort Street (sic) which had been rented from a Mr Doran.

However, it seems clear that there was an earlier hospital, a building in Ferry Street, near Albert Street, which was owned by a man named Hood,<sup>7</sup> and rented to the hospital committee for use as a hospital. This was almost certainly the parsonage referred to by Purser in his memoirs. According to the *Wide Bay and Burnett Times* of 6 March, 1860, the date this hospital began functioning was July 1859. The rent per annum was £30.<sup>8</sup>

The building was reported to have been constructed of split iron-bark slabs approximately two inches thick and twelve inches wide. The construction was claimed to have been an excellent piece of pioneering carpentry, the ground plates had been carefully morticed for the slabs to fit perfectly, and every joist had been neatly adzed. Some of the main joists had been pit-sawn, while others were mill-sawn timber. The roof had originally been of shingle but this had later been replaced with iron. In 1925 the building was in the process of being demolished when the *Maryborough Chronicle* reported:

The iron-bark timber is in a remarkable state of preservation and nearly all the slabs are as good now as when they were first erected and are to be used for fencing. White ants have played havoc with some of the timber, including a good deal of iron-bark and all the pine fixtures. One who recalls the hospital, (is) Mr Peter Peters, a neighbour who has lived in the locality for the greater part of 53 years. Mr Peters, who is 83 years of age, took quite an active part in construction works himself long ago and carted bricks for a number of buildings. The only thing of importance found by the workmen demolishing the house was a penny dated 1866, but as the building had been re-floored several times, nothing of historical value was to be expected.<sup>9</sup>

Details of this hospital are scarce, yet minutes of the first hospital committee meeting give some clues to hospital activities during its first eight months of operations.

Between July 1859 and March 1860 fourteen patients had been admitted to the hospital. One had died and had been buried at the expense of the hospital, eight were discharged cured, one had been sent to the Sydney infirmary and four remained at the hospital. The treasurer's accounts show that a total of £49/6/6d had been raised through public subscriptions, but that a sum of £300 would be required annually to cover all the costs of the hospital. The services of Doctor Gustavus Ernst had been procured, firstly at no cost and later at £30 per year. The first secretary, John Purser, had resigned as he, '...found himself unable to devote the necessary attention to his duties,' and a Mr Richardson had been appointed as secretary with a salary of £20 per year. The Parsonage had been used at a rental of £30 per year, but this was considered excessive and Constable Doran's house had been rented for £20 per year. The matron, Bridget Dunn, had been accused of, 'alleged irregularities', she had been asked to appear before the board to explain these irregularities, but she declined to appear and



tendered her resignation. The irregularities seem to have included admitting people who were not subscribers or who were not really in need of medical attention and also of having provided another woman with alcohol. In March 1860 there was no matron and it was reported in the minutes that: 'It will therefore be one of the first duties of the new committee to appoint some competent person to take charge of the hospital.'<sup>10</sup>

The first visiting surgeon of the hospital was Doctor Gustavus Ernst. Ernst held a degree from a German medical school, however, in Australia his qualifications were not recognized. Indeed, although there were many people actually practicing as doctors during the early 1860s, only a few had actually qualified. The *Queensland Government Gazette* of 4 January, 1862 recorded only twenty-three men who were qualified to register as doctors in the colony, and Gustavus Ernst was not one of them.

Despite this the hospital committee at Maryborough was more than willing to have Ernst working as the hospital's surgeon. This doctor also had a private practice in Adelaide Street, and was soon to embroil the hospital in scandal.

An inmate of the hospital at this time was a sixteen years' old blind girl named Emily Decoy, who also used the names of Emma White and Emily De Caux. Emily Decoy claimed that on Wednesday 4 April, 1860, while she had been lying in her hospital bed, Doctor Ernst had come into the female ward - where she was the only patient - and had indecently assaulted her. Decoy later stated: 'I had no clothes on, he first asked me how I was, I said I was just the same. He stood for a moment then put his hand down the bed-clothes and placed it on my thigh, he then threw himself on me and took my hand and placed it on his own person and said: "You foolish girl, that is what you want", he afterwards said that if he slept with me one night I should be all right next day ... I then began to cry and he went away.'<sup>11</sup>

Decoy also claimed that Ernst had, on another occasion, placed his hands beneath her skirt and promised her tarts in exchange for sexual favours. At first Emily Decoy had been afraid to report the matter, believing that Ernst had the ability of curing her blindness and that if she offended him he would not do so. However, Ernst's advances had been noticed by another inmate, a deaf man named John Bradshaw, who later said to Emily: 'What is the doctor doing here, he is feeling you too much.'<sup>12</sup>

Emily Decoy eventually reported the incident to Matron Bridget Dunn who dismissed the matter, telling the girl that there had been no real harm in Ernst's actions and that she, the matron, would watch the doctor during his next visit.

Yet rumours of the incident quickly circulated through the small community of Maryborough and Ernst was finally brought before the police magistrate, A.E. Halloran, who committed the doctor to stand trial at the next sitting of the Circuit Court.

Ernst was tried at Maryborough on Friday 22 March, 1861. The case was simply presented, Emily Decoy and a number of other witnesses gave evidence, no witnesses were called to attest to Ernst's 'good character' and the jury returned with a guilty verdict.<sup>13</sup> Ernst was sentenced to two years' imprisonment and a public subscription was raised in Maryborough to send Emily Decoy for medical treatment to the Brisbane hospital. The judge, Justice Alfred James Peter Lutwyche, himself donated £2, the attorney-general gave £1 and E.T. Aldridge donated £1. Other subscribers included the sheriff, the crown solicitor, A.E. Halloran, and even George Howard, for whom Emily had formerly worked as a servant. A total of £27/16/6d was raised for the girl's treatment in Brisbane.<sup>14</sup>

Approximately six months after his conviction the people of Maryborough and Musket Flat - where Ernst had several patients - raised a petition to have the doctor released from prison. The first signature on the petition was that of Emily Decoy, this was followed by the signatures of her mother, father, and the entire panel of jurors. After the petition had been received in Brisbane it was sent for comment to Justice Lutwyche. Lutwyche raised a strong protest against any possible release of Ernst and the petition was forwarded to the executive council which quickly rejected it.<sup>15</sup>

In November 1862 Ernst attempted to have his sentence reduced by applying under an amnesty on the Prince of Wales's birthday. However, this attempt also failed and Ernst was forced to serve his full sentence.

How Doctor Gustavus Ernst managed through his prison term is not known, although his incarceration seems to have had no detrimental affect on his medical career. According to the minutes of the annual general meeting of the Gayndah District Hospital Committee in February 1875, Ernst was then working for that hospital at a salary of £100 per year - more than three times the amount he had been paid for attending at the Maryborough hospital.<sup>16</sup>

The day-to-day running of the Maryborough hospital was now something of a shambles. As we have seen, Matron Bridget Dunn was dismissed for her 'irregularities', and as she could neither read nor write it is surprising that she had been appointed in the first place. Without a regular visiting doctor it is difficult to know what kind of treatment the remaining patients at the hospital were receiving. Shortly after Ernst's conviction an advertisement appeared in the *Maryborough Chronicle*: 'A Good Opening. Wanted for the Town of Maryborough, a medical Practitioner. A Married Man preferred.'<sup>17</sup>

On 4 July, 1861, the *Maryborough Chronicle* reported that a public meeting of the governors of the Wide Bay hospital was to be convened, '...to consider the wretched state into which it (the hospital) had fallen,' but R.B. Sheridan, the police magistrate, announced that the meeting would have to be adjourned as there were not sufficient people to form a quorum. On 11 July the newspaper reported that the meeting had taken place and in two columns claimed that the condition of the building and the general administration of the hospital had come in for some severe criticism. It was stated that the surgeon, Doctor Palmer, rarely visited the hospital and that the institution was in, '...a very bad state.' The hospital was said to have been unhealthy and inferior, and it was recommended that patients should be sent to Brisbane for treatment. Another surgeon, Doctor Joseph Ward, who had recently arrived in the town from Sydney to set up private practice in Ellena Street, said that the hospital was badly situated and that cold air came through the iron-bark slabs. He pointed out that patients suffering from rheumatic complaints were extremely uncomfortable and could not recover. There was a total of five patients in the hospital at the time. It was also revealed at the meeting that the new Queensland government had given the hospital board five acres of land on which to build a hospital, however, as the necessary funding had not been raised this was clearly not possible and so fund-raising organizations were set in motion to remedy the problem.<sup>18</sup>

On 8 August, 1861, it was reported in the press that the secretary of the hospital board had resigned and that a Mr Abcott of the Customs Department had taken over the responsibilities. A week later there was another meeting, also presided over by R.B. Sheridan, during which Sheridan announced that a Mrs McAdam had offered the use of a building she owned, reportedly at the old township, although this seems improbable, as Purser claims in his memoirs - evidently using committee minutes as his source - that the house was in Ferry Street. Sheridan stated that although the rent was a few shillings more than the house in John Street, (Doran's house) there was a plentiful supply of water.

Doctor Ward reported favourably on the concept and it was decided at the meeting to move the hospital to McAdam's house. Costs for the hospital were escalating at this time and Sheridan reported that they had reached £600 per year, more than twice the original estimate. On 29 August, 1861, a press report claimed that the patients had been moved to McAdam's house.<sup>19</sup>

Yet these patients were few. A 1928 report claimed that at the beginning of 1861 there were only three patients in the hospital.<sup>20</sup>

The next hospital, and certainly the most important to that date, was a double storey building situated on the military training grounds in Lennox Street. Established in 1863 this building was later used as a police barracks and a gymnasium. It was demolished in about 1918. In 1873 Matron Worker was in charge of this hospital with Doctor Lane as resident surgeon.<sup>21</sup>

The *Maryborough Chronicle* later described the building: 'It originally consisted of a central ward and the Sussex Street wing. The Kent Street wing was added twelve years later, the funds being provided largely by a single bazaar which netted £700. With slight changes and additions the building then remained as it was until 1887. (After its demolition) the big wooden girders were utilized in the construction of the Bungalow theatre. A Kanaka ward was situated nearby.'<sup>22</sup>

In February 1871 the hospital staff received considerable criticism over their handling of a case, that of a man named William Russell. Russell, it seems, had been admitted to the hospital, '...whilst laboring under the debility from drink.'<sup>23</sup> After being admitted Russell had become convinced that an unnamed woman - possibly one of the nurses - was determined to murder him. He had become violent and had to be brought before the police magistrate. The magistrate ordered his re-admittance to the hospital, however the wardsman on duty refused to admit the man, claiming that Doctor J.H. Ward was not at the hospital and that Ward would have to issue a permit before Russell could be re-admitted. Russell was determined not to be admitted, claiming '...If you attempt to take me into the hospital I will take my life.' He then pushed through the hospital gate and walked away. Soon afterwards his body was found floating in the Mary River.<sup>24</sup>

Apart from Joseph Ward, other surgeons at this hospital seem to have been a Doctor Little, his successor being Doctor J.H. Harricks. Not very much is known about Little, but Harricks's career is reasonably well documented. He was a member of the Royal College of Surgeons, England, and obtained his medical diploma in 1873. He practiced for a while in London hospitals and later left England as medical officer aboard the immigrant ship *Southern Belle* bound for Rockhampton, arriving at that port in 1874. En-route to Australia the ship was almost wrecked in a gale at Keppel Bay. Harricks practiced for a while at Rockhampton and later Mackay where he married. He also worked in Clermont and while there received his appointment as resident surgeon at the old Maryborough hospital. He arrived in Maryborough on 10 August, 1876, and remained until about 1880 when he went back to England for a short period. He returned to Maryborough in 1883 and opened a private practice. On the evening before his death in July 1896, Doctor J.H. Harricks and Doctor J.A.C. Penny visited a patient in Mary Street, later returning for a light supper and a few drinks to Penny's residence in Kent Street. At about midnight Harricks returned to his own home, Clarendon House, and, as he did not feel well, he rested for a while on a sofa. He died there of heart failure shortly afterwards and was discovered by a member of his family the following morning.<sup>25</sup>



Doctor J.H. Harricks.  
Photograph reproduced with permission of Mr J.S. Harricks.

The Maryborough hospital operated under the control of a committee which, by 1883 was comprised of Henry Palmer, as president, Henry Walker, vice-president, William Barns, T.R. Dickens, J.E. Clayton, Richard Wetheron Netterfield, William Southerden, John Walker and E. Sykes. The annual report for the year ending June 1883 reveals that a total of forty-eight deaths had occurred at the hospital during the year and the causes of death ranged from typhoid, diarrhoea and paralysis to 'remittent fever' and 'starvation'. Resident surgeon at the hospital at this time was Doctor D'Arcy Sugden, although Doctor Power was still visiting patients there.<sup>26</sup>



The general hospital in Lennox Street. Built in 1864, this photograph is undated but was probably taken a few years after it was constructed. The gardens are still sparse and no additions to the hospital have been made.

Source - Maryborough, Wide Bay and Burnett Historical Society.



During that year there had been four hundred and forty-nine in-patients treated at the hospital, some were able to pay for their treatment, others paid a small annual subscription of one guinea. Patients who were destitute were treated free of charge and if a wife of a male patient was unable to support herself while her husband was at the hospital, a weekly payment was made from the hospital benevolent fund. These payments varied according to individual circumstances from two shillings and sixpence to five shillings. Some of the funding for these payments came from police fines.<sup>27</sup>

While treatment at the Maryborough hospital was free to those who could not afford to pay, specialized medical care could rarely be performed and patients needing such care had to be referred to Brisbane where they would be required to pay for treatment. For example, in January 1886 - at the Walker Street hospital - a patient named James Greaves required a cataract operation on his eyes. The operation could not be performed in Maryborough so Greaves was forced to collect subscriptions from the public so that he could receive his treatment.<sup>28</sup>

The only illness which the committee refused to have treated on an in-patient basis at the hospital was syphilis, people suffering from this disease were given rudimentary treatment as out-patients, but even in severe cases they were not allowed to be admitted as in-patients. This practice, it seems, had not always been the case. The hospital committee report released in January 1862 reveals that during the previous year there had been twenty-two patients at the hospital, six cases of which had been syphilis. Later, after the move to the new hospital in Walker Street, the committee recommended that if it became absolutely necessary to treat such patients, then they should be placed in, '...the small iron building at the back of the hospital grounds.'<sup>29</sup>

The relationship between the resident doctor and the matron was not always harmonious. In December 1883, for example, the matron, Miss Buchanan, was asked to resign because of a disagreement between herself and the doctor.<sup>30</sup>

An advertisement was placed in the local and Brisbane newspapers for a replacement matron and early the following year Miss Lang, a Brisbane nurse, was appointed to the position. Yet Matron Lang was also to cause some controversy. By late January she too was dismissed because of her, 'intemperance and strange habits.' Another nurse at the hospital, Nurse Elliot, took over as matron until the position could be filled, but Elliot was later confirmed to the post. At the same time the resident surgeon, Doctor Sugden, resigned his position and the committee was forced to quickly find a replacement.<sup>31</sup>

There were sixteen applicants for Sugden's position, including Doctor Henry Croker Garde. During a meeting of the committee held on 3 March, 1884, Garde was appointed resident surgeon with a salary of £250 per year.<sup>32</sup>



*The Lennox St hospital. This photograph was taken during the 1880s and is in marked contrast to the previous photograph of the hospital. The picket fence is now painted, extensions have been added to both the left and right of the building and the gardens, especially the pine tree, are well developed. Source - Maryborough hospital museum archive.*



During Garde's first year as resident surgeon the death rate at the hospital soared - primarily due to an increased incidence of typhoid. Twenty-three people died of typhoid during the 1884/85 financial year, other causes of death included senile decay, burns, alcoholism, cancer of the stomach and even sea-sickness. Total deaths for the year were fifty-five.<sup>33</sup>

Life at the hospital was controlled by strict rules which were applied to the patients and staff. Infringements of these rules were dealt with quickly and sometimes severely. For example, in October 1884 three staff members, J. Donovan, W. Jennings and W. Nickisson, had been guilty of, '...insubordination and misbehaviour at the tea table the previous evening.' Jennings and Nickisson were immediately discharged and the committee later recommended that Donovan's services also be terminated.<sup>34</sup>

By this time the old hospital in Lennox Street was certainly in a dilapidated state. An examination of its structure during repair work revealed that the building was, '...a complete bee-hive of white ants, and there were about thirty windows in need of repairs.' There were also a number of offensive smells permeating the grounds. The causes were varied and included a disused cess pit at the rear of the wards. It seems that a piggery was also kept within the grounds of the hospital, as, in January 1886, the matron was ordered to, '...dispose of the pigs as early as convenient.' This decision was soon afterwards reversed by members of the committee who reported that: '...It was afterwards decided that such a course was quite unnecessary.'<sup>35</sup>

In August 1885 Doctor H.C. Garde was asking that his salary be increased quite dramatically to £300 per year. Nurses at this time were receiving between £40 and £60 and the matron received approximately £85 per year. For menial workers the wages were considerably lower, a gardener in the hospital ground, for example, could expect only around £30 per year.<sup>36</sup>

Garde's demands for an increased salary were granted but the following month he announced that he wanted six or seven months' holiday so that he could return to England and Ireland. His leave of absence was also granted and on Garde's recommendation a locum named Doctor Bose was appointed. Bose, like Garde, would be allowed to practice privately and would receive £300 per year.<sup>37</sup>

Garde travelled firstly to Europe where he inspected a number of modern hospitals, including one in Rome, before going to England. When in Britain he took the degree of F.R.C.S. (Fellow of the Royal College of Surgeons) at Edinburgh University. He returned to Australia aboard the *S.S. Bulimba*, leaving London in March 1886.<sup>38</sup> Shortly after his return he married thirty-one years of age Ada Beatrice Hall and the hospital committee provided him with a, 'handsome present', for which Garde later expressed his appreciation in writing.<sup>39</sup>

In August 1886 Matron Elliot resigned her post and was replaced by Nurse Pritchard with a salary of £80 per year. The relationship between Garde and Pritchard was to be an acrimonious one.<sup>40</sup>

The personal differences between Doctor Garde and Matron Pritchard simmered for several months. However, in January 1887 Garde wrote a lengthy report concerning his grievances with the matron and submitted it to the hospital committee. Matron Pritchard, he claimed, was rude to visitors and patients and especially rude to the surgeon. The committee investigated the report and informed the matron that she would be required to adhere strictly to the rules of the hospital and that she should be more civil towards Garde.<sup>41</sup>

## Walker Street Hospital.

Plans for the present general hospital were submitted by the hospital committee to the colonial architect in 1883 and approved soon afterwards. The foundation stone was laid by the premier, Sir Samuel Walker Griffith, on 15 April, 1885. A sealed casket beneath the stone contains, '...coins of the realm' and copies of three local newspapers. The trowel used to lay the stone was later presented to the premier.<sup>42</sup> It was an impressive day for the people of Maryborough, the press later reported:

The pageant of the afternoon was the procession through the town to the site of the new hospital in Walker Street, where the Hon. S.W. Griffith had promised to lay the Foundation Stone of the new institution. Soon after 2 o'clock Kent Street commenced to fill, and by the time the procession started, large groups of spectators or rather 'spectatresses' lined the footpaths of the main streets or congregated at various vantage spots along the line of route. The various public bodies who had consented to take part in the procession marched to the rendezvous and took their places, ready for the word to move ahead. The Town band were in good form and furnished lively music. Next came the full strength of the Fire Brigade, looking splendid in their new uniforms, furnished by the Maryborough house of Finney, Isles and Co. The physique and general bearing of the brigade were the theme of admiration. The P.A.F. Society mustered strong in numbers, as also did

the Oddfellows. The Temperance bodies and the Scandinavians also joined in, the latter, encouraged by the presence and moral support of their good wives and headed by an exceedingly military looking parson, whose grand deportment won high praise. After the societies came a buggy containing the Ministers and Members of Parliament, with the Premier's private secretary, Mr Woolcock. Next followed a large bus containing the Hospital Committee, Aldermen, and 'Sundries', after which the Mayor and the President of the Hospital, Mr H. Palmer, escorted the Premier. The general public in buggies brought up the rear of the procession, which was ably marshalled by Messrs. H. Walker and E.L. McConkey. The last named led the van of the procession, but looked exceedingly lonesome without a cocked hat and sword.

On reaching the ground, a breezy site in Walker Street west, it was found that the contractor, Mr R. Taylor, had made good progress with the preliminary work, and had provided excellently for the ceremonial of laying the foundation stone. A platform was erected in front of the stone which hung from a shear-legs, and flags waved aloft.

... Mr Henry Palmer, President, on behalf of the committee of the Hospital, formally requested Mr Griffith to lay the foundation stone of the new building, and thanked both the Premier and his colleagues for their presence. He briefly recounted how the former Government obtained a vote of £6000 for this new hospital, and how the present Government had liberally supplemented it. He referred also to the difficulties which had arisen to delay practical operations, and expressed the opinion that the new institution would be a great convenience to the district.

The casket was then placed in the cavity, the mortar was spread, and the stone lowered plumb under Mr James Murray's skilful direction. The Premier then used the handsome silver trowel and mallet provided, and declared the stone 'well and truly laid.' The band struck up the National Anthem.<sup>43</sup>

The cost for the construction of the building was pegged at £9000, although this was found to be insufficient, the contractor's quote was for £10,330, but the actual costs finally escalated to more than £13,000. Walkers manufactured the iron gates at a cost of £60.<sup>44</sup>



Miss Janet Melville,  
benefactor of the Maryborough hospital.  
Source - Maryborough, Wide Bay and Burnett  
Historical Society.

The hospital was officially opened on Friday 20 May, 1887. While most of the money came from government funds, a donation of £500 was made by Miss Janet Melville. This was added to with a government subsidy of £1000 which allowed the committee to plan for a special ward which would be named after its benefactor.<sup>45</sup> Additional funding was supplied from William Sim - who was also on the hospital committee. This resulted in the establishment of the Sim accident ward which was later converted to a children's ward and finally became an intensive care ward.

Janet Melville, was one of Maryborough's most generous benefactors. She came to Australia from Scotland with her brother, Andrew Wedderburn Melville, and his wife Maria in 1849, only seven years after Andrew Petrie had explored the Wide Bay River. Andrew Melville was noted as a progressive and talented man. He wrote for the *Maryborough Chronicle* under the non-de-plume of 'The Ghost of Ban Ban'. He was Speaker in the Legislative Assembly and served a term as mayor of Maryborough in 1863. He died at Maryborough on 5 November, 1882, and was buried in the Presbyterian section of the Maryborough cemetery. His wife, Maria, died in Melbourne on 23 October, 1890. During her life Janet Melville donated large sums of money to a wide variety of causes in Maryborough, including a donation of five hundred pounds

for the establishment of a museum. She donated the band rotunda (see appendices), established bursaries, and contributed funds for the building of the Presbyterian Church, to which she also donated an organ. The inscription on her gravestone reads: 'She stretches out her hand to the poor, yea she reaches forth her hands for the needy. Prov., 31.20.'<sup>46</sup>

After its completion the Maryborough hospital complex came in for considerable criticism. An inspection revealed several serious defects and a committee report later claimed: 'It has been reported by the sub-committee that seven windows had already fallen in, breaking the glass to atoms; that a piece of ornamental railing had fallen out, and the cap of the rails was badly fastened in rendering the whole of the railing insecure.' Additionally, it was revealed that no provision had been made for a hospital morgue - a 'dead house' as it was then termed.<sup>47</sup>

In May 1887, only days after the new hospital had been opened, Doctor H.C. Garde again demanded a salary increase. He claimed that his removal from the Lennox Street hospital had caused a significant loss of income from his private practice which he had carried out from the old building.<sup>48</sup> Salaries for a number of staff were later revised, Garde received a considerable increase to £450 per year and the matron's salary went up to £100.<sup>49</sup>

Yet even now the animosity between Garde and the matron had not ended. In November 1887 the matron told the committee that her patients were complaining over the time tea was being served. The matron had ordered that this meal be served at 4.30 in the evening, rather than at five p.m. or even later, as it was necessary to have the meal ended and cleaned away before the doctor did his rounds. She said the patients were annoyed that such a long time then passed between the last meal of the day and breakfast the following morning. The matron claimed that the meal was served at this time because Doctor Garde was in the habit of doing his rounds too early. She said that Garde was doing these early rounds so that he could later attend to patients in his private practice. The matron also accused the doctor of 'plunder', and said that he was taking items such as window blinds and firewood, and that he expected the nursing staff to answer the hospital telephone when the calls had nothing to do with hospital business but were calls from patients in his private practice.

Garde defended himself, pointing out to the committee that his residence was a part of the hospital complex and therefore the items he had taken were a justifiable hospital expense. He counter-claimed that the matron was still at fault in many areas of hospital administration and had even refused admittance to a patient who was clearly suffering from typhoid fever. A few days later he added to these charges, stating that the matron had bullied a nurse, accused her of being drunk, and that the nurse had admitted a patient without first informing the matron. Garde defended the nurse in question, later testifying before the committee that she had certainly not been under the influence of alcohol and that she had made the correct decision in admitting the patient. A number of hospital staff were called to give evidence before the committee and committee members later recorded their findings as:

That the president be requested to interview the surgeon and matron and convey to them the sense of the committee that both are deserving censure to a certain extent, that the surgeon should show more consideration for the matron's feelings and that the matron be requested to implicitly obey the rules of the hospital, and the surgeon should understand that if the telephone should be used for his private practice, it should only be between the hours of 9 a.m. and 6 p.m.<sup>50</sup>

Both protagonists in this episode later promised to work more harmoniously with each other.<sup>51</sup>

Less than two years after the new hospital was opened the matron was dismissed for being intoxicated while on duty. The affair was quite remarkable. One patient claimed that he had gone to the hospital for treatment and the matron had been so drunk that she had placed a thermometer under his arm without taking it from the case, after which she had fallen across the bed and remained there. The matron's habit of being intoxicated had been the cause of at least one violent meeting of the hospital committee some time previously, and she had already received warnings from Doctor Garde. In March 1889 Garde had suspended the matron for drunkenness and called a special meeting of the hospital committee. The committee examined the case on the afternoon of 13 March, 1889, and although the matron had already handed in her resignation, they decided to dismiss her as an example to all hospital matrons that they could not, '...liquor up when they like.'<sup>52</sup>

In June 1906, a man named J.T. Faulkner carried on a very public and angry debate with the hospital's board of trustees over the death of his wife. Faulkner claimed that he had taken his wife to the hospital on 24 March that year, and was later informed by Dr Lee Garde that she would have to undergo an operation. Faulkner disagreed and stated that he wanted a second opinion. However, the operation went ahead, allegedly without Faulkner's permission, and the woman subsequently died. Lee Garde naturally denied any impropriety stating that he had received permission to operate and that Faulkner's accusations were nothing more than a vendetta against him.<sup>53</sup>

In July 1914 a visitor to Maryborough, Henry Yeatman Watson, committed suicide at the hospital by shooting himself with a revolver. His reason seems to have been that he was frightened of what may have happened to him in the hospital. He left a note to a friend, in which he stated that he was going to, '...blow his lights out.' A magisterial enquiry later found that the hospital staff were not to blame for Watson's almost pathological fear.<sup>54</sup>





*Maryborough general hospital ca. 1910. Source - Maryborough, Wide Bay and Burnett Historical Society.*

At the time of its opening the hospital was certainly large enough and sufficiently well equipped to cater for the needs of Maryborough at that time. However, by 1922, as the population of Maryborough was steadily increasing, it became evident that work would have to be carried out to cater for the growing demand, especially in the men's wards which were severely overcrowded.

For many years the nurses had been housed in the central building of the institution but the number of nurses then employed at the hospital made it imperative that new quarters be found for them. After some consideration the hospital committee decided to utilize the western wing of the hospital for nurses' quarters, and renovations were carried out using a gift of £500 from a man named Maurice O'Regan. There was also a subsidy of about £250 from the state government. When the renovations had been completed the nurses were housed in twenty-two rooms. There were also various rooms for domestic staff and a large sitting room.<sup>55</sup> Further extensive additions to the complex were completed in 1977 and opened by the health minister, Doctor Llew Edwards.



*Doctor H.C. Garde.*

Source - Maryborough hospital museum archive.



*John Purser.*

Courtesy of Fay Lusk.

Doctor H.C. Garde, the man who became so closely associated with the hospital's early years, was, as we have seen, a sometimes controversial figure.



Henry Croker Garde was born in Cloyne, Cork, Ireland on 9 February, 1855, his father, Thomas William Garde, was the Church of England rector of Cloyne. H.C. Garde's mother's maiden name was Sophia Colles. The Garde family descended from French Huguenots who had migrated from France to Ireland in 1688. H.C. Garde's grandfather, Doctor Abraham Colles, had won international acclaim for a bone fracture treatment he had devised. With such a strong medical background it was natural that Henry Croker Garde should follow in that profession. He was educated at Middleton College Dublin and Queen's University, and in 1877 at the age of twenty-two he qualified to become a licentiate of the Apothecaries Hall Dublin. The following year he became a licentiate of the Royal College of Surgeons (Edinburgh) and of the Royal College of Physicians. In 1886 while qualifying as a Fellow of the Royal College of Surgeons (Edinburgh) he also gained a diploma as lecturer in midwifery from the King's College of Physicians (Ireland). Garde arrived at Maryborough in 1879 after serving for several years as a ship's doctor aboard various vessels. Upon arrival at Maryborough he opened a private practice and, as we have seen, in 1884 he was appointed resident surgeon at the Maryborough general hospital. He remained in that position until 1902 when he was voted member for Maryborough in the state parliament, having won a by-election brought about by the death of Mr C.H. Barton, the sitting member. He was succeeded at the hospital by his half-nephew, Doctor Henry Lee Garde. Henry Croker Garde then moved his household to Brisbane until 1904 when, after leaving parliament, he returned to Maryborough to re-commence his private practice.

In May 1911 he was re-appointed to the position of resident surgeon at the hospital, but following the outbreak of the First World War he obtained leave of absence from the hospital committee and, at the age of fifty-nine, proceeded, with the rank of major, to Egypt. He served in Egypt and on hospital ships at Gallipoli and returned to Maryborough in 1916, resuming his post as resident surgeon at the hospital. He resigned from that position in June 1918 and once again commenced private practice in John Street. He took a keen interest in public matters and for several years was an alderman on the city council. Garde was certainly not lacking in courage. During the flood of 1893 a man named Henry Miles was being swept downstream by the flood waters from Sussex Street when Garde went to his assistance and succeeded in saving his life. For his bravery Garde was awarded a certificate of merit by the Royal Humane Society of Australasia. Prior to this incident he had also been awarded a medal for saving life at sea.<sup>56</sup>

Garde was a highly respected medical man although, in addition to his much publicized altercations with the hospital matrons, he was also sometimes short-tempered with the nursing staff. In May 1894, for example, he was brought before the magistrate's bench on a charge of having assaulted Dora Vivienne Griffiths, one of the nurses, with a red-hot cauterizing iron. The assault was alleged to have taken place during a cauterizing operation. Nurse Griffiths was holding the bottle containing the benzine and was following the doctor's hand - although evidently not to the doctor's satisfaction. When the operation was over Garde placed the iron very close to the nurse's face and threatened to, '...give her a touch with the iron to liven her up.' The threat was witnessed by another nurse who testified at the court, however, the case was dismissed and Garde was merely reprimanded for his action.<sup>57</sup>

Dr H.C. Garde died at St Mary's hospital, aged seventy-seven years and five months, on Tuesday 9 August, 1932, his death certificate revealing that he had suffered from, 'senility, asthenia and cardiac failure.' He was survived by four of his children, Alethe Maud, Nora Kathleen, Thomas William and Mary Doreen. Another daughter had predeceased him.<sup>58</sup>

John Purser, the first secretary of the Maryborough Hospital Board and who, through his reminiscences, recorded some of the hospital's early history, lived until 29 July, 1910, when, at the age of eighty-eight years and five months, he died of 'cerebral haemorrhage and heart failure.'<sup>59</sup>

There is no doubt that John Purser was one of Maryborough's leading citizens who did much to promote the region's economy. Upon his death the *Maryborough Chronicle* reported:

In his 89th year our venerable pioneer citizen, Mr John Purser, died suddenly but peacefully last night at his residence. He had, not unnaturally, considering his great age, been in very feeble health for some time past, but his end came somewhat unexpectedly with a stroke about six o'clock last night under which he became unconscious and passed away at 10. Next to Mr Henry Palmer, the deceased gentleman was probably our oldest citizen in point of residence, and certainly the oldest amongst our prominent men of the past. He was born in Birmingham in 1822, and spent his young manhood in the old country, arriving in Sydney in 1850, where for some years he followed the pursuit of a journalist, being associated with the late Sir Henry Parkes in the *Empire*, long since defunct. He came to Maryborough in 1856 in the *Waratah*, the first steamer to trade between this port and Sydney. That was three years before Queensland Separation took place. Soon after his arrival Mr Purser joined the late Mr James Dowzer in a store-keeping venture, and

the firm of Purser and Dowzer held a leading position in the early days. Their store was situated on the site now occupied by Messrs Hockley & Co., Ltd. In 1870 Mr Purser became one of the promoters of the Maryborough Permanent Building Society, to which he thereafter chiefly confined his attention till the Society was wound up a few years ago, after being in existence for about 35 years, during the whole of which time he held the position of secretary, being over 80 when he retired ... Although a very active public man in his prime, we can find no record of his ever having been an Alderman, but there were few other bodies that did not have the benefit of his services at one time or other. He was one of the foundation members of the Maryborough School of Arts, and a member of the Committee for many years, having occupied the position of President for a number of years in succession. It was mainly through his efforts that the first State School was established in Maryborough - the old Primary School in Alice Street. That was in the sixties. Later, as Secretary of the Cemetery Trustees he took a prominent part in securing the removal of the cemetery from the old site near the flour mill to its present position, and it was his sad experience that the first burial in the new grounds was that of his own daughter. He was for a time a trustee of the Maryborough Grammar Schools, and had been a Justice of the Peace from 1868. For some years past our aged citizen had presented rather a pathetic figure as he tottered about the town that he had seen grow up from a few slab huts to its present dimensions, but in his palmy days there was no more vigorous public spirited man in our midst, and he retained his vitality and ability to transact business until an unusually late time in life. He was a man of unblemished character and a high sense of honour, and had given the town the very last and best service.<sup>60</sup>

Since it was first opened in 1887, the Maryborough hospital has been an important aspect of the city's social and economic growth. As the most important medical centre in the Wide Bay region it has been, and still is, one of the city's largest employers and has played a significant role in nursing and medical training.



*Maryborough general hospital nursing staff, ca. 1938. Reproduced with the permission of Joff Case.*

## The Lady Musgrave Hospitals.

There have been four Lady Musgrave hospitals in Maryborough. The original Lady Musgrave hospital was first conceived at a meeting of interested persons on 4 March, 1884. Up until this time women generally had their babies in their own homes, attended by a midwife. By June 1884 sufficient funds had been raised through private subscription to enable this committee to open a modest lying-in hospital in North Street.<sup>61</sup> This building was also noted for another reason, it was the birthplace of Reverend Philip Byard (Tubby) Clayton who founded Talbot House in Flanders (known later as Toc H). Talbot House was used as a place of rest for war-weary troops during the First World War. After the war, members of Toc H banded together and formed service clubs in many countries. A branch was formed in Maryborough but subsequently became inactive. Historian Roddice D.E. Grafton-Ross later lived in the cottage and claimed that it was haunted by a man named McAllister. (Roddice Grafton-Ross was the only financial benefactor of the Maryborough Wide Bay and Burnett Historical Society, giving that society a gift of fifty pounds).<sup>62</sup>

It was Mrs R.B. Clayton of Magnolia who convened the first meeting of the Lady Musgrave hospital committee, and Tubby Clayton was her son. Reverend Clayton revisited Maryborough on October 1922 and suggested to the council that the house might be preserved. However, the council decided not to adopt the idea. The cottage had a plaque fixed to an exterior wall on which the date 1884 was inscribed, indicating the year it became the lying-in hospital.<sup>63</sup> Clayton was born there on 12 December, 1885, he died in London on 15 December, 1972.<sup>64</sup> The building was later removed.

The function of this cottage as a lying-in hospital was only a temporary measure while formalities were finalized over the opening of a larger hospital at the corner of John and North Streets. This was opened by the mayor, Alderman F. Bryant, in November 1888, and the institution was named the Lady Musgrave in appreciation of the generous donations provided by Lady Musgrave, wife of Sir Anthony Musgrave, the governor of Queensland from 1883 to 1888. Lady Musgrave was a well known personality at the time, a woman who took a great deal of interest in welfare work. She was the founder of the Lady Musgrave Lodge in Astor Terrace, Brisbane, and she also formed an employment agency to help immigrant girls find work.<sup>65</sup>

Early staffing levels of these first two hospitals are difficult to establish, as the only extant papers seem to be the annual reports dated from June 1887. From the debit ledger of this first report it seems clear that there was a matron, a Mrs Ryland, who received an annual salary of £66/13/4d, and that other wages, probably for two nurses in training, amounted to £32/8/-. For the year ending June 1887, fifty-one children had been born, four of whom soon afterwards died.<sup>66</sup>

The committee acknowledged in this report that as a government sponsored hospital it was not ordinarily possible to turn away patients, however, the increasing number of single mothers was an issue which stirred considerable moral outrage. The annual report continued:

There has not been any increase over the last year in the number of single girls, but during the past year several of these have remained for many weeks at the hospital awaiting confinement. This has been found most inconvenient on all accounts, and a great tax as well on the staff as on the funds of the hospital. It is not proposed to permit this in the future; their stay will, therefore, be limited hereafter to a fortnight at most ... The committee therefore, having the well-being of the hospital and the comfort of the other patients at heart, feel themselves bound as far as possible to refuse admission a second time to any single girl.<sup>67</sup>

In the early part of 1886 an additional ward was erected at the hospital. This ward consisted of two small rooms, each with two beds, this, according to the 1886 annual report, almost doubled the number of beds at the hospital.<sup>68</sup>

Two doctors, J.H. Harricks and David Watkins O'Conner initially attended the patients at the Lady Musgrave.<sup>69</sup>

Doctor David Watkins O'Conner was the fourth son of Mr D. O'Conner of Fermoy, County Cork, Ireland. He studied medicine and surgical practice at Cork and later joined the navy. He arrived at Maryborough from London in about 1882 and succeeded in the practice of Doctor Power. He died, aged approximately forty years, in August 1887, reportedly from catching a fever after being called out to a patient.<sup>70</sup> He was succeeded at the hospital by Doctor J.A. Cairns Penny. In 1890 a new fever ward was built, although it seems from the various annual reports that this ward was used only rarely.

By 1891 the consulting surgeon to the hospital had become Doctor H.C. Garde with another surgeon, Doctor Luther acting as visiting surgeon. By 1896 Doctor Crawford Robertson had also joined the team as an honorary surgeon. Other early surgeons to work at the hospital included Grahame P. Dixon, Doctor Lee Garde, H.H.B. Follit, A.A. McKay, Gabriel Farmer, F.S. Taylor Thomas, Gillbee Brown and Hugh McLelland.<sup>71</sup>





*Doctor David Watkins O'Connor. Source - John Oxley Library print number 97137.*

The third Lady Musgrave hospital in the general hospital grounds facing North Street was opened on 24 November, 1928, and this was superseded by a modern structure, also in the hospital grounds, in 1965.<sup>72</sup> In January 1991 a sum of two million dollars was provided by state cabinet for the building of a new maternity ward at the general hospital, this spelled the death knell for the Lady Musgrave and the complex was later closed.<sup>73</sup>

### St Stephen's Hospital.

The early history of St Stephen's remains somewhat obscure, although it seems that it was first opened circa 1904 when Doctor Henry Croker Garde purchased the site from the A.M.P. Society. Maryborough City Council records reveal that in 1905 Doctor Garde was the owner of the land and that St Mary's hospital was situated on the site. This block of land had originally been thickly forested with bamboo and during the hours of daylight was once a favourite meeting place of the local aboriginal people. At night they were, as we have seen, evicted from the town area. The site was also reputed to have been a favourite haunt for large groups of schoolboys who would stage considerable fights between rival groups.<sup>74</sup>

In about 1904 Doctor H.C. Garde brought his private seaside house from Torquay to the block in John Street and opened it as a hospital known originally as St Mary's. Matron Ida Axelsen was the first matron of the hospital.

Doctor Henry Croker Garde sold the hospital to his half-nephew, Doctor Henry Lee Garde in 1914. By 1923 the hospital had only about fifteen beds. The matron at that time was Miss S.S. Francis. There was one sister with a staff of seven nurses and four domestics. Upon the death of Doctor Henry Lee Garde in 1925 the hospital was leased by Matron Stella Francis and her sisters, E.M.G. Francis, I.G. Francis and H.G. Francis. Three years later they took up the option to purchase the property. In 1927 the hospital became a training school for nurses with a training period of five years. However, as the number of patients steadily increased, this training period was cut to four years. Also in 1927 a new four-bed ward was added and a single room was converted to take three beds. Two years later, in 1929, a two-storey building was constructed which was registered as a maternity hospital. Approximately four years later the original building which had been brought from Hervey Bay was removed to the back of the block and a new building erected in its place.<sup>75</sup>

Owing to poor health the sisters sold their interest in the hospital to St Stephen's Presbyterian Church in September 1946. The sale price was reported to have been £12,100. Matron Dorothy Margaret Asmus (later McDowell) was then matron, having been appointed in 1946, and she continued in that position until shortly before Christmas 1947 when she left to be married.<sup>76</sup>

After Dorothy Asmus's resignation Jean McKay was appointed matron. Matron McKay remained in that post until January 1953 when she resigned and was replaced by Mabel Skerman. Sister A.B. Ozanne was appointed matron in October 1953.<sup>77</sup>



After the hospital had been taken over by the church, extensive additions were carried out, these included modern bathrooms and general facilities, a new operating theatre and sterilizing room. By 1953 there were forty-nine beds in the hospital. During the Second World War five hundred volunteer nurses completed their training there, and after the opening of the Sir Leslie Wilson Bush Children's Home in Hervey Bay, children at the home were treated free of charge.<sup>78</sup>

## St Margaret's

St Margaret's maternity hospital was another small private hospital on the corner of John and Sussex Streets near St Stephen's. It was operated by a number of people, including Doctor Lee Garde and later by Sisters Josie Kelliher, Gwen Hair, and Sister Poulter. The building was described as being, '...cosy with verandahs and a garden in the front.' In November 1994 Mrs Amy Ripon stated that during the 1920s she had worked as a nurse at the hospital. At that time it was being run by Matron McIndo, and later by Matron Powell. Some of the doctors who practiced there included Doctor Woodhead, Doctor O.E. Nothling, Doctor J. Bendeich, Doctor Whittle and Doctor Scholes.

After its closure, reportedly in late 1941 or early 1942, the building became a boarding house known as the Croxley Guest House.<sup>79</sup> Today a new building, St Stephen's Medical Centre, has been erected on the site. It was opened on Saturday 26 November, 1994, by eminent cardiac surgeon Doctor Greg Stafford whose family has had a long association with St Stephen's. Doctor Stafford's father was on the hospital board for thirty-seven years, including thirty-two years as chairman, his mother served on the board for thirty-one years. The ground floor is occupied by pathology partners Doctors Sullivan and Nicolaides, while the upper floors contain ten strata title medical suites.<sup>80</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Forty-four.

1. Minutes of meeting, held on 18 February, 1856, archives of the Maryborough hospital museum.
2. Minutes of meeting held on 30 October, 1856, archives of the Maryborough hospital museum.
3. Minutes of meeting held on 13 November, 1856, archives of the Maryborough hospital museum.
4. Minutes of meeting held on 13 December, 1856, archives of the Maryborough hospital museum.
5. Minutes of meeting held on 27 January, 1857, archives of the Maryborough hospital museum.
6. M/C. 28 September, 1905.
7. This was probably James Hood who later subscribed ten shillings to the building of a new hospital, see M/C. 8 September, 1864.
8. See also minutes of initial meetings, archives of the Maryborough hospital museum.
9. M/C. 23 July, 1925.
10. *Wide Bay and Burnett Times*, 6 March, 1860, p 2.
11. *Wide Bay and Burnett Times*, 10 April, 1860, p 3.
12. Ibid.
13. M/C. 28 March, 1861, p 2.
14. M/C. 28 March, 1861, p 2 and M/C. 4 April, 1861, p 2.
15. Petitions from Maryborough and Musket Flat to the governor. Col/Sec in-letters 61/2863 QSA.
16. M/C. 4 February, 1875. See also, executive council, minutes, Vol. 4, 1862 EXE/D28, QSA, Judge Lutwyche, colonial secretary in-letters, 61/2754, QSA, MBC 12 May, 1860 and 2 April, 1861.
17. M/C. 11 April, 1861, p 3.
18. M/C. 23 July, 1925, p 8.
19. M/C. *ibid*.
20. M/C. 24 November, 1928, p 2.
21. M/C. 18 April, 1884, M/C. 20 July, 1916 and M/C. 24 November, 1928.
22. M/C. 24 November, 1928.
23. M/C. 25 February, 1871, p 2.
24. M/C. *ibid*.
25. M/C. 14 July, 1896.
26. Annual committee report, June, 1883, archives of the Maryborough hospital museum.
27. Committee minutes, 23 June, 1885, p 353, archives of the Maryborough hospital museum.
28. Committee minutes of 5 January, 1886, p 392, archives of the Maryborough hospital museum.
29. Committee minute book January 1884 to December 1885, p 254, and 27 March, 1888 pp 558-559, archives of the Maryborough hospital museum, also M/C. 23 January, 1862, p 2.
30. Committee minute book, June 1881 to December 1883, p 194, archives of the Maryborough hospital museum.

31. Committee minute book January 1884 to December 1885, p 198, archives of the Maryborough hospital museum.
32. Ibid. p 215.
33. Annual report for year ending June 1884, Committee minute book p 266, archives of the Maryborough hospital museum.
34. Committee minute book January 1884 to December 1885, p 290, archives of the Maryborough hospital museum.
35. Committee minute book January 1884 to December 1885 p 299, and 19 January, 1886, p 393, archives of the Maryborough hospital museum.
36. Committee minutes of 4 August, 1885, p 364, archives of the Maryborough hospital museum
37. Committee minutes of 29 September, 1885, p 373, archives of the Maryborough hospital museum.
38. Committee minutes of 30 March, 1886, p 404, archives of the Maryborough hospital museum.
39. Committee minutes of 22 June, 1886, p 419, archives of the Maryborough hospital museum, and death certificate of Henry Croker Garde.
40. Committee minutes of 3 August, 1886, p 427, and 31 August, 1886, p 433, archives of the Maryborough hospital museum.
41. Committee minutes of 18 January, 1887, p 462, and 1 February, 1887, p 465, archives of the Maryborough hospital museum.
42. M/C. 16 April, 1885, p 3.
43. M/C. *ibid.*
44. M/C. 24 November, 1928, p 2.
45. Committee minutes of 7 September, 1886, p 436, archives of the Maryborough hospital museum.
46. *Palma*, the magazine of the Boys' State High and Intermediate School, p 34.
47. Committee minutes of 14 August, 1886, p 437 and 3 December, 1886 p 452, archives of the Maryborough hospital museum.
48. Committee minutes of 25 May, 1887, p 487, archives of the Maryborough hospital museum.
49. Committee minutes of 7 June, 1887, p 492, archives of the Maryborough hospital museum.
50. Committee meeting of 22 November, 1887, p 533, 6 December, 1887, p 537, 13 December, 1887, pp 539-540, archives of the Maryborough hospital museum.
51. Committee meeting of 20 December, 1887, p 542, archives of the Maryborough hospital museum.
52. M/C. 5 December, 1888 and 14 March, 1889.
53. M/C. 9 June, 1908.
54. M/C. 31 July, 1914.
55. M/C. 17 February, 1922, p 3.
56. M/C. 10 August, 1932, p 9.
57. M/C. 26 May, 1894.
58. Death certificate of Henry Croker Garde housed at the Maryborough court-house; Waterson, *ibid*, p 67; M/C. 10 August, 1932, p 9. See also Chapter Forty-eight for details on the relationship between Dr Henry Croker Garde and Doctor Henry Lee Garde.
59. Death certificate of John Purser, district registrar's office, Maryborough.
60. M/C. 30 July, 1910.
61. M/C. 24 November, 1928, p 2.
62. Author interview with Kit Mackay, November, 1994.
63. M/C. 3 June, 1967, p 2.
64. M/C. 1 January, 1975, p 5.
65. M/C. 31 July, 1965, p 2.
66. Third annual report, p 10, archives of the Maryborough hospital museum.
67. *Ibid.* pp 5-6.
68. *Ibid.* p 6.
69. M/C. 24 November, 1928, p 2.
70. M/C. 28 August, 1937, p 5.
71. See various annual reports, 1887 to 1919, archives of the Maryborough hospital museum.
72. M/C. 31 July, 1965, p 2.
73. M/C. 24 January, 1991, p 3.
74. M/C. 11 May, 1956, p 4.
75. M/C. *ibid.*
76. Information supplied to the author by Dorothy McDowell, 2 December, 1994.
77. M/C. 11 May, 1956, p 4.
78. M.C. *ibid.*
79. Information supplied to the author by former nurse Mrs Amy Ripon on 2 December, 1994.
80. M/C. 28 November, 1994, pp 1-4.

## Chapter Forty-five.

### Ships, Shipwrecks and Seafarers.

Since the first European settlement of Maryborough, shipping has, of course, played a vital role in the port's progress and economic growth. That shipping has brought not only prosperity but also tragedy and death. The first sea-going vessel ever built in Maryborough was the *Blue Jacket*, constructed at the old township in 1855 by John George Walker and rigged by Pilot Joseph Montgomery who was later reported in the press as having been, '... a fine old seaman of much experience.'

There have been many shipwrecks on the coast adjacent to Maryborough, and especially on Fraser Island, several of which have already been detailed in other parts of this publication. Some of the most important wrecks include those of the *Marloo*, a former Italian luxury yacht which was beached north of Waddy Point in 1914.

April 1864 was a month destined to witness two strange occurrences on Fraser Island. The wrecking of a small barque, the *Panama*, and the death - under somewhat mysterious circumstances - of a colourful character named Yankee Jack.

The unusual sequence of events began in February that year when the *Panama* left New Zealand bound for Rockhampton. On board were one hundred and fifty gold diggers heading for the promising Peak Downs goldfield.

The *Panama* arrived safely at Keppel Bay on the 27th of that month after a quick passage of just seventeen days. She left again several days later bound for Newcastle with only a handful of passengers remaining on board.

The weather that week was foul, howling winds and driving rain, and the ill-fated barque, under the command of a skipper named Captain Habig, ploughed slowly southwards through mountainous seas.

On Friday evening 18 March, Habig first saw the line of surf along Breaksea Spit and realized at once that the ship was being driven inexorably into shore. He immediately ordered his helmsman to alter course to seaward, fighting for every inch of manoeuvring space. Night fell quickly and the only sounds were the winds in the rigging and the booming of the waves as they pounded against the spit.

By 4 o'clock the following morning the wind was quickly shifting to the north-east and increasing in violence. The weather was so hazy with sea spray that as dawn broke it was impossible to see more than a ship's length from the vessel. The change in wind direction finally proved to be the undoing of the ship. Just quarter of an hour later the barque was driven with tremendous force onto a sandy shoal near Rooney Point, her back broken, waves surging over the hull.

In an attempt to save the lives of those on board one of the crew bravely volunteered to carry a line through the breakers and managed to get a hawser ashore. Even so the dangers had not passed. One crew member - a steward - attempting to reach the safety of the beach, was dragged from the hawser by the fury of the waves and subsequently drowned. Fortunately many others managed to reach the shore, including the captain, the second mate, the pilot, four of the crew, a young stewardess named Julia Johnson and eleven other men, presumably passengers.

By Wednesday the 23rd the storm had abated and Captain Habig, along with several other members of the crew, in an effort to secure assistance, took one of the ship's boats. Fortunately they were rescued by the steamer, *Queenslander* near Woody Island and conveyed back to the site of the wreck to assist the remaining crew and passengers.

However, when they arrived at the stricken vessel they found only one person waiting for them, a man named George Weavers, who informed Habig that the remaining survivors had fled in another boat after seeing a large number of seemingly hostile aborigines gather in the vicinity. Weavers had refused to accompany them, feeling it safer to remain with the wrecked barque until Habig's return.

Maryborough's harbour master, on later hearing that a boat with approximately ten people on board was now missing, despatched the government cutter under the command of Pilot Joseph Montgomery to mount a search. The missing survivors were discovered shortly afterwards and brought safely ashore where they had a curious tale to tell.





Left: Joseph Montgomery, first pilot on the *Mary River*.  
Source - Moya Adams.



Right: Captain Edward Boulton, harbour master at Maryborough 1886-1920.  
Source - Maryborough, Wide Bay and Burnett Historical Society.

After Habig had left in search of assistance, some of the remaining men had gone to examine one of the ship's boats which had been washed from the wreck and lay damaged on the beach several miles from the scene of the tragedy. They had not been long away when a few of the survivors who had been left on guard at the *Panama* came running along the beach to say that aborigines had attacked and were pillaging all the stores saved from the barque. The survivors immediately returned, only to discover that their precious stores of food and equipment had been plundered.

Desperate now that they were short of food, and with seemingly hostile aborigines in the vicinity, the small ship's boat was quickly repaired with a length of canvas and all but Weavers ventured back into the waves. Unfortunately the boat proved to be unserviceable and they returned the following day to the wreck site only to discover that Weavers had now disappeared having been rescued by Habig aboard the *Queenslander*. Thinking that Weavers had been killed by the aborigines, the remaining survivors spent a very miserable night huddled together and in constant fear for their lives.

The following day, Wednesday, they saw a small boat to the north of them and decided to follow in that direction. They had travelled only three or four miles when they came upon a clinker-built boat on the beach. Not far away was the body of a man dressed only in a crimean shirt who was later identified as John Piggot - more commonly known in the area as Yankee Jack. He was lying face down with a deep spear wound in his eye which had evidently caused his death.

A local aboriginal man who spoke reasonable English told the survivors that Yankee Jack had been killed by the aborigines but would give no reason for the attack. Today the story surrounding Yankee Jack's death remains a mystery. He was well known in the region for his brash manner and expert axemanship. Few men would tangle with him for he was a formidable sight, tall and broad-shouldered with a shock of ginger hair and a tangled copper-coloured beard. He was a timber-getter by trade and was almost certainly on Fraser Island for that purpose. He had a semi-permanent camp established at what is now known as Yankee Jack Creek, approximately forty miles south of where he was killed. However, over the years rumours have grown that he was there for more sinister reasons. Some theorists have asserted that Piggot was on the island in pursuit of aboriginal women. Others claim he was black-birding, enticing aborigines to work for him for almost no wages, a twist of tobacco perhaps, or a small flask of 'allsorts', the dregs of liquor saved by the landlords in the pubs and sold to the aborigines.

Whatever the reason, Yankee Jack's mysterious death and the wrecking of the *Panama* only served to heighten the formidable and colourful history of Fraser Island.<sup>2</sup>

George Ambrose White, (q.v.) one of Maryborough's leading early residents - who was reputedly used to dealing with the aboriginal people - was later sent to Fraser Island in the ship *Don Juan* with, 'two quiet blackfellows,' in order to salvage what could be saved from the wreck of the *Panama*. The *Chronicle* later reported:

...They found a large body of blacks in possession who were ordered to decamp. They were at first very saucy, but a firm determination being shown to use the muskets if the order was not instantly obeyed, they reluctantly left.<sup>3</sup>



The expedition was only a partial success. The captain of the *Panama* later claiming that had the aboriginal people not taken possession of the wreck and stripped it of many of its valuables, he would have been able to salvage approximately £400 worth of goods. As it was he was only able to take away goods to the value of £100.<sup>4</sup>

As a result of the killing of Yankee Jack the local aboriginal people were shown the annual gratuities which were usually distributed among them, tobacco, flour and blankets, but were told that they would receive none of the goods until the killer or killers of Yankee Jack had been handed over for punishment.<sup>5</sup>

### The *Sarah Pile*.

In October 1895, the government steamer *Llewellyn* nosed carefully up the Mary River towing a tattered, somewhat waterlogged New Zealand wooden brigantine named the *Sarah Pile*. The stricken ship was anchored and left in the charge of two men while the rescued crew were lodged at two of Maryborough's boarding houses. The captain of the brigantine, George Henry Short, and his wife, were taken to the home of the Maryborough harbourmaster, Captain Edward Boulton. One of the crew, an able seaman named Leopold Ackland Christian, who had played a heroic role during the wrecking of the vessel, was a direct descendant of *H.M.S. Bounty* mutineer, Fletcher Christian.

The *Sarah Pile* had left Auckland on the 16th or 17th of September bound for Rockhampton. She was carrying a cargo of staves and headings for the manufacture of casks at the Rockhampton meat works. The journey was not a pleasant one, the ship constantly fighting heavy winds and seas. They anchored for a week at the Bay of Islands until the weather improved somewhat, and later made for Norfolk Island, arriving there ten days later where they landed mission stores and one passenger. After leaving Norfolk the captain set course for Sandy Cape but when the ship arrived there they found that instead of being to the north of the cape, they were south of it and in the middle of the channel. The captain later told a news reporter:

We were close on the breakers when we made the land, and thinking we were too far in to get over the reef, I hauled out and found myself among the breakers. I thought we were in deep water when the vessel struck heavily and filled, and from the way she bilged and rolled about, surmised that the keel had been torn out ... preparations were made to lower the boat, two of the crew, Christian and Tuana (a South Sea Islander) going overboard to right the boat which was swamped by the breakers as soon as cut away from the vessel.<sup>6</sup>

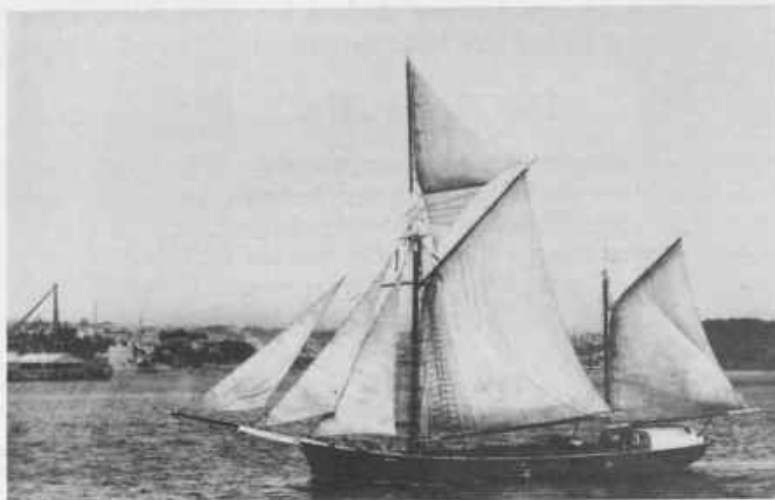
After the lifeboat had been righted by the two sailors - Christian being injured in the attempt - the captain's wife, a rope around her waist, was lowered from the stricken vessel. Short later stated: 'When we left the vessel, which was about 12.30 p.m., the forecabin was partially filled with water which was over the cabin floor, and the sea was rushing in the windows and sides of the vessel. On leaving the ship the sail was hoisted and a course shaped for Sandy Cape lighthouse.'<sup>7</sup>

The sail, however, proved to be more of a disadvantage as the wind drove the small boat too far to leeward, and so the two oars were brought into action, a rope having to be rigged to act as rowlocks. As the lifeboat had been out of the water for some considerable time it had dried out and was leaking badly. Two men were employed in baling out the water. The brigantine had struck so suddenly and getting away in the boat had been carried out with such difficulty, that no provisions had been placed aboard the lifeboat, not even fresh water. At about 9.30 p.m. they drew within sight of the Sandy Cape light and upon receiving a fire signal from a group of aboriginal men on the beach to ensure them that it was safe to land, they drove the boat in over the surf. They camped that night on the beach, cold, wet and hungry, and in the morning walked along the beach to the lighthouse where they were fed and made comfortable by the light keeper. The *Maryborough Chronicle* later reported: 'Mrs Short, who has been at sea for the past four years, behaved calmly and bravely throughout the excitement and dangers that surrounded them. The only thing that seemed to unnerve her was several large sharks following the trail of the boat and which were to be seen hanging around in the breakers a few yards off the beach the following morning.'<sup>8</sup>

Captain Edward Boulton, Maryborough's harbour master, was not in the town at the time of the event, he was aboard the government steamer *Llewellyn* which was returning from a trip to the Burnett Heads. The steamer was intercepted at Woody Island and Boulton immediately ordered the steamer to head for the scene of the wreck - some twenty miles from Sandy Cape lighthouse. Boulton found the derelict vessel, the sails flying loose and trailing in the sea. The *Llewellyn* took the stricken brigantine in tow and arrived back at Sandy Cape several hours later. A boat was sent ashore for the shipwrecked survivors and all were taken aboard the *Llewellyn* for passage to Maryborough. Leopold Christian was no newcomer to shipwrecks, he had been wrecked on three previous occasions. He afterwards warmly praised the captain and mate, John Payne, who, Christian claimed, had acted with great courage during the height of danger.<sup>9</sup>

## The Wave.

Another interesting maritime event in the history of Wide Bay was the stranding of the ketch *Wave* in 1919. During a voyage from Brisbane to Bundaberg with one hundred and fifty tons of general cargo the *Wave* went aground on a sandbank near White Cliffs in July that year.



The ketch *Wave*. Source - John Oxley Library print number 1736.

The abandoning of the ketch received little comment in the newspapers of the day, wrecks and boating accidents have been common enough occurrences during the stormy history of the Wide Bay region, on this occasion there was no loss of life to be reported in the press and the ketch was fully insured.

However, one Maryborough resident, a man named Charles Mathieson, immediately saw great potential in the stranded *Wave*, and he offered £35 for the vessel when it was auctioned as a useless, irretrievable hulk. The seemingly over-generous offer was quickly accepted by the insurance company, and Mathieson set out to see what he could salvage.

The insurers of the vessel had, naturally, arranged for divers to thoroughly inspect the hull. They had reported that the *Wave* was stranded and that its back was broken.

Mathieson contracted a boat and soon afterward boarded his new possession. The cargo, he was delighted to discover, was still in reasonably good condition, several planks of the ribbed hull were sprung and sea-water was sluicing around above the level of the bilge plates. However, the enterprising businessman was happy with the undamaged cargo, and within days over two hundred and fifty cases of goods were transhipped to Maryborough, including a vast quantity of beer, condensed milk, sauces, jams, horse-shoes and crockery.

It was only now that the true value of the prize began to show its worth. As the cargo was unloaded it was revealed that the *Wave's* strong back had not indeed been broken on the sandbank, and apart from the few sprung planks the keel remained as sound as the day it was laid.

Delighted by the discovery, Mathieson immediately arranged for an attempt to refloat the vessel. The ketch was constructed of stout Oregon pine and was lying in a hollow of sand scooped out by the action of the waves. The sandbank on one side of the vessel was almost level with its decking, the waves surging against and over the gunnels.

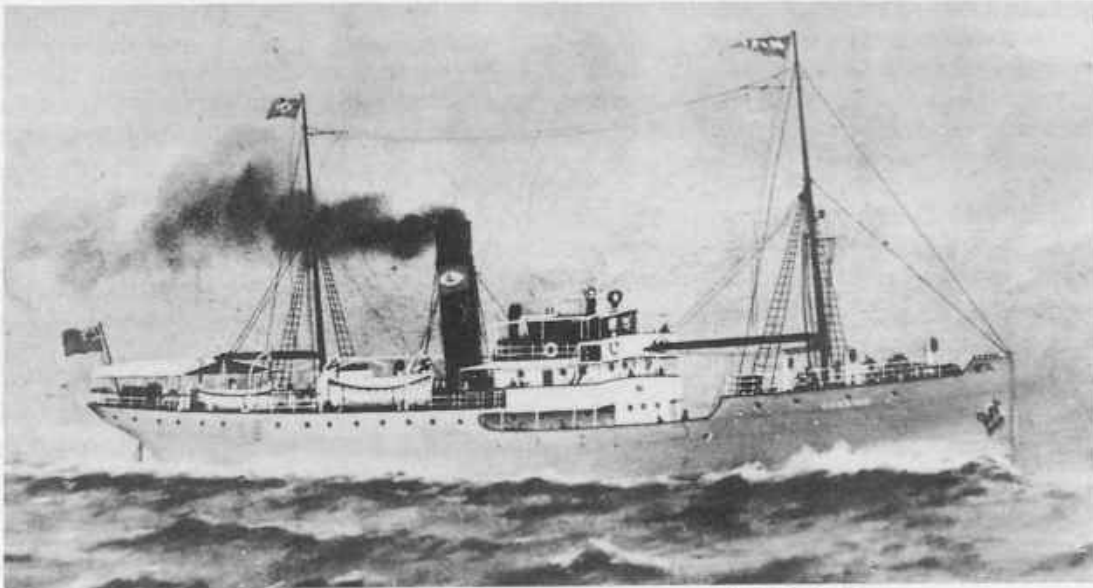
Resolved to do his utmost in order to save the ketch, Mathieson hired two barges from Maryborough and over the following few days when the tides were high, he and a gang of men worked to ease the *Wave* inch by inch from the sand and mud.

Fortunately, one of the virtues of Oregon pine is its ability to withstand a great deal of pressure and bending, and the small craft finally came away into deeper waters with only little damage. Once in shallow waters some hasty jury repairs were made to the hull, sufficient at least for a careful tow to the Maryborough wharves where residents were surprised that Mathieson had been able to refloat the vessel.

There was immediate speculation over the profit Mathieson would make from his original outlay of £35. Some shopkeepers claimed that the cargo alone was worth many hundreds of pounds, and it was soon discovered that a new eighty-horse power Union motor engine had recently been installed in the *Wave*. Its value alone was in excess of £1000.<sup>10</sup>

## The SS *Dorrigo*.

The SS *Dorrigo* was a handsome steamer with a wide flaring bow and tall black funnel aft of the bridge-superstructure. She carried lifeboats on both her port and starboard sides and the vessel had a long history of safety. The steamer had been built in England in 1913 and was a ship of some 715 gross registered tonnage. She had previously been used by a French firm and ran for a number of years between New Caledonia and Sydney. She changed hands several times and in June or July 1925 she was purchased by John Burke Ltd. and used on a regular run from Brisbane to Thursday Island.



*The ill-fated Dorriggo. Only the captain and his son survived the sinking.*  
Source - John Oxley Library print number 92433.

Her skipper at this time was Captain Charles Albert Grey. He was an experienced seaman and held the Home Trade Master's Certificate issued by the Queensland Marine Board. Grey had commenced his seagoing career as an able seaman serving in coastal steamers. He finally progressed to captain in 1916 when he took command of another John Bourke Line steamer the *Porpoise*. He later commanded the ships *Nautilus* and *Kallatina* before taking over the *Dorrigo*. Behind him, there was a total of thirty years' experience at sea.

On 1 April, 1926, Captain Grey came aboard to finalize preparations for the forthcoming voyage. He was having trouble with his cook, a man named John Sutherland, who was often drunk. Sutherland was also making complaints that his sleeping quarters were always awash with sea-water, several articles of his clothing and a bag had been ruined by the wet and mould - although he could never fathom where the water was coming from. Because of his continued drunkenness, Sutherland was discharged and sent ashore.

Another man who was also sent ashore at this time was a seaman by the name of Goulding. He was suffering from dengue fever and was incapable of making the trip. Also suffering from dengue was the ship's chief officer who was lying in the smoke-room when the captain came aboard. Apparently he was well enough to continue with his duties, and in any case, the *Dorrigo* could not legally sail without him.

Cargo had been coming aboard the ship all day. Under the guidance of the sick chief officer it had been placed in the holds and much of it was stowed above deck as deck cargo. When the chief officer became too sick to continue with the supervision of the cargo the second officer took over. This second officer later reported to the captain that the cargo was well stowed and that the ship was riding one quarter of an inch below the Plimsoll line, this is a line, (named after Samuel Plimsoll, 1824-98, English politician and social reformer) which is required to be placed on the hulls of all British shipping, showing the depth to which they may be submerged through loading. In fact, the *Dorrigo* was slightly top heavy with a large deck cargo of pine planks. Captain Grey, however, was in no way concerned. He felt that the *Dorrigo* could easily be loaded up to the Plimsoll line, even with a top-heavy cargo, and still have a margin for safety.

At the later court of enquiry, held in Brisbane, the dismissed cook testified that on the day of his discharge he had had to scramble over four or five feet of deck cargo and that the ship looked definitely overloaded. 'It was necessary to be an acrobat to get about the ship,' he claimed. 'One had sometimes to be a contortionist also.'



Whether the cook made these damaging statements out of spite because of his sacking, or whether he spoke the truth, has never been satisfactorily proven. However, one thing was for certain, when the *Dorrigo* left the Brisbane wharf on that fateful day - she was headed for disaster. She and most of her crew would never be seen again.

The ship's cargo included cement, paint, benzine, methylated spirits, tins of fruit, beans and other stores, and of course, her deck cargo of timber planks. Her crew consisted of twenty-four men, with Captain Grey in command - one of the crew-members was Grey's son, Alvan Grey. Alvan received no special privileges for being related to the skipper, he ate the same food dished up for the other crew members and slept in the same cramped and damp quarters in the fo'c'sle.

The *Dorrigo* left Brisbane at 6.40 p.m. on 1 April, 1926, she cleared Moreton Bay by midnight and ploughed steadily north through a heavy sea. At exactly ten minutes past midnight Captain Grey handed over the watch to the second mate, leaving instructions that he was to be called in the morning at around 6 a.m. - or earlier if anything untoward happened.

All that night the ship steamed on her course, rising and dipping into the swells, waves breaking loudly over her bows. She was rolling slightly, but there was nothing to suggest that disaster was looming. At exactly ten minutes to six the captain was suddenly awakened in his bunk. He later recalled:

I was awakened by Seaman Dempsey, who was at the wheel. Dempsey simply said: 'The second officer wants to see you.' Nothing more. He was an uncouth chap at all times. There was nothing in his demeanour to alarm me. When I went on deck, I noticed the ship had a heavy list to port. The glass in front of the bridge was shattered and a number of the crew were on the fo'c'sle with their lifebelts on. Just off hand, knowing Dempsey so well, I asked: 'What's the joke Joe,' and he replied: 'I think they have got the wind up.' Across the bridge rail I could see the water flush with the bulwarks, I said: 'I think they have every occasion to.'

In his bunk in the crew's quarters Alvan Grey was awakened by another crew member who came running into the mess shouting: 'There's two feet of water in the stoke hold.' Several seamen went to investigate, but Grey, in his bunk, was too comfortable to move, he rolled over and tried to go back to sleep. Some time later - he could not remember how long - he was again awakened when another crew member came into the mess and shouted: 'Everyone had better get up, she's going over.' A number of the crew grumbled and climbed from their bunks, there did not seem to be any real cause for alarm. Grey got up, pulled on a pair of trousers and strapped on his lifebelt. When he climbed out onto the upper deck he noticed that the sea was indeed perilously close to the ship's rails and there was a pronounced list to port, looking up to the bridge he saw his father issuing hurried orders. He realized then that something was terribly wrong.

On the bridge, Captain Grey knew with absolute certainty that he was about to lose his ship. He knew the feeling of a disaster at sea, he had been a crew member on the ill-fated *Timaru* when that vessel had sprung a leak and gone down off Burleigh Heads several years previously. He later testified: 'I rang the telegraph to slow and ordered the wheel to be put hard to port with a little more head to sea. I took the wheel from the second officer myself. I asked five or six of the men on deck to throw the benzine overboard and I ordered the chief officer to get the port boat out and to bring all the gear from the starboard side. The ship was heeling over further. After giving these orders I ran to my room for a lifebelt. The men did their best to get the port lifeboat out, but the ship was heeling over too fast.'

Several miles to the west of the ship, attendants of the lighthouse at Double Island Point were unaware of the drama being enacted out at sea. The poor weather and restricted visibility that morning prevented them from seeing the plight of the *Dorrigo*. The assistant lighthouse keeper, Mr Priest, later stated that there was a very heavy sea running with waves dashing sixty or seventy feet up the sides of the high cliffs on which the lighthouse stands. Rain squalls were drifting across the surface of the sea and from the lighthouse the scene was simply one of mist and grey clouds.

By now the *Dorrigo's* port list was increasing dramatically and the crew heaved desperately in an effort to get one of the lifeboats out on its davits. With waves breaking heavily over the ship's side Captain Grey knew that all was lost. Finally the lifeboat lurched away from the davits and dropped to the water, only to be caught by a wave and tipped upside down. The stern of the vessel at this time was almost submerged. First to jump into the sea was Donkeyman Wren. Cases of benzine were rolling and clattering around the deck as several more men jumped into the water. Captain Grey was determined to stick to tradition and go down with his ship. As the stern dipped and slid under the waves, Grey walked for'ard and clung to the anchor, calling to his son Alvan to jump. Alvan was reluctant to leave his father, but the decision was taken from him, the ship gave a shuddering lurch and he was thrown into the sea. He splashed into the water close to a fireman who called: 'Fling me a plank.' Alvan caught hold of a spar and pushed it through the water towards the drowning man.



The ship was sinking quickly stern first. Water washed around the bows which now looked like a small steel island lifting above the waves with Captain Grey clinging hopelessly to a rail. Then the bows too slid under, Grey rose to the surface and - miraculously - a sheet of canvas and wood which had been covering one of the holds, floated to the surface beneath the captain and saved him from drowning. Crew members were struggling in the water, many were swimming around collecting broken spars or planks and lashing them together with signal halyards to form a raft. Alvan Grey swam to his father and the pair managed to scramble aboard the sun-deck which was floating nearby. Alvan also collected several tins of beans and a quantity of apples which were floating close by. They had no idea how long they would have to wait for a rescue ship and provisions could be vital to survival.

Soon afterwards the morning brightened as the sun rose. There were three parties of survivors on three makeshift rafts, Captain Grey and Alvan on one, the remainder of the crew clinging precariously to two more. As the day wore on the rafts became separated and the men waved to each other as they drifted out of sight. By dusk Captain Grey and Alvan were alone on the surface of the sea. At the lighthouse and at the nearby port of Maryborough still no alarm had been raised, no ships had been close enough for their crews to witness the tragedy, and the *Dorrigo* had not been equipped with radio.

As the sun lowered that evening a small school of sharks put in an appearance, their fins circled the frail raft. Grey and his son tried to ignore them and huddled together for warmth. They opened the case of apples and ate what they could. In the distance they could see the flashing light of Double Island Point and hoped that help would come with the dawn.

During the night the planking of the sun-deck began to break up and by dawn the situation was tenuous. Thankfully the sharks had disappeared but as the sun rose in the sky two more large sharks suddenly made an appearance. One of them settled comfortably beneath the sun-deck, its head showed at one end of the broken planking and its tail at the other.

Slowly the men and their frail craft drifted towards shore. There was still no sign of rescue and they had not been spotted by the lighthouse keepers. Once or twice the shark flicked its tail, dangerously rocking the raft, but there was nothing the two survivors could do. They prised open a few tins of beans and ate several of their precious hoard of apples. Secretly, Captain Grey knew that if help did not arrive before sunset, then the planking of the sun-deck would almost certainly fall apart during the night. They clung grimly to their craft and waited.

On Friday 2 April, 1926, the steamer *Moruya* was sailing for Brisbane when its crew saw a mass of flotsam drifting in the water several miles off Double Island Point. The master stopped to investigate and it soon became obvious that a tragedy had occurred. Some of the flotsam carried the name *Dorrigo* on it. A search of the area was immediately carried out and before long the frail raft carrying Captain Grey and his son was discovered. As the *Moruya* approached, the shark which had placed itself beneath the raft flicked its tail and swam away.



*The Moruya.* Source - John Oxley Library print number 97136.

Grey and his son were, quite naturally, relieved by their rescue. The captain gave details of the sinking and the *Moruya* turned and steamed for the lighthouse at Double Island Point. The lighthouse keepers had been watching the *Moruya's* somewhat erratic behaviour and were startled when a signal lamp suddenly flickered from the bridge of the ship. There had been an accident, they read. The *Dorrigo* had been sunk and *Moruya* was turning to look for further survivors. News of the disaster was immediately radioed to Maryborough and Brisbane and several more ships were soon on the scene looking for the twenty-two missing crew members.

The *Moruya* stayed on station as long as possible but when bunker coal became dangerously low she reluctantly turned onto her previous course for the Brisbane River. On Sunday morning, as the ship steamed up the river, a journalist came aboard to interview the two survivors, it was only then that the true horror of the tragedy was released to the world. The captain told of the sudden call from his cabin at dawn, the frightening tilt to the ship, the impossibility of getting the boat away in the heavy seas and the sinking of his vessel.

The search for the missing crew members was carried out relentlessly for many days, but of the twenty-two men there was no sign. Several officers from the Maryborough police station were landed at Hook Point on the following Tuesday, their job was to search the beaches for bodies or any signs of survivors. Evidence of wreckage was soon apparent. There were bags of potatoes and onions, cases of motor spirits, life-buoys, oars and pine spars fifty feet long. These spars had been lashed together with signal halyards and were evidently the missing rafts. There were cases of butter, fruit, boats' gear and lifebelts, it was estimated that at least one thousand cases of mixed oils were strewn along the beach. After walking about thirteen miles the search party came upon the body of a man at the high tide mark. The body was clad in just a singlet with a lifebelt still around its neck. There was no identification on the body but several tattoos in the shape of daggers, snakes and a naked girl gave some indication as to the dead man's identity. The police also found a gold ring on one of the man's fingers, the ring was inscribed J.B.L. Descriptions of the tattoos and the ring were cabled to Brisbane, identification was sent back just hours later. The man was John Lowe, the *Dorrigo's* bo'sun who had married an English girl shortly before the fateful voyage. The police fashioned a rough coffin from the many spars which littered the beach and a burial service was held. It was thought at the time that the body may have been exhumed at a later date for re-burial in the Brisbane cemetery, however this was never carried out and the lone grave remains to this day on Fraser Island. Of the other twenty-one men who drifted off on those two flimsy rafts in April 1926, none was ever seen again.

Captain Grey was exonerated from all guilt, despite the claims that the *Dorrigo* was overloaded and the fact that water *did* leak into the ship from some unknown source. The magistrates at the subsequent court of enquiry could not reach any definite verdict concerning the fate of the ship, they simply reserved their decision.<sup>11</sup>

As a result of this disaster legislation was passed to make it compulsory to have radios installed in all ships. Captain Grey's son also became a ship's master and twenty-five years after the sinking he was reported to have been in command of the freighter *Nyora*.<sup>12</sup> The *Maryborough Chronicle* reported in August 1951 that he had recently died.<sup>13</sup>

## The SS Maheno.

The *SS Maheno* was once a well known vessel in Australian waters. Built in Dumbarton in 1905, she was one of the first steamers to be fitted with turbine rather than reciprocating steam engines. Originally a triple screw ship, she had achieved a speed record between Melbourne and Sydney before being converted, for reasons of economy, to double screws. She served as a hospital ship during the Great War, carrying wounded troops from France to England, and also in the Mediterranean and the Red Sea.

The people of Maryborough first became aware that the *Maheno* was in trouble on Tuesday 9 July, 1935, when the local press published a report stating that the vessel, under tow, had broken loose during the cyclone which was then battering the eastern seaboard of Australia. The report stated that the ship was adrift and at the mercy of the gale.<sup>14</sup>

The *Maheno* and the ship towing her, the *SS Oonah*, had recently been sold to Japanese ship-breakers and were en-route to Osaka, Japan. The *Oonah* was heavily laden with coal and the *Maheno* also carried a quantity of coal - approximately three hundred tons - which was to be used for raising steam for the winches and other auxiliary equipment such as generators. Other than this the *Maheno* was virtually a dead ship, its propellers had been removed and it carried only a skeleton crew. The two vessels had left Sydney on the previous Wednesday. A crew of seven Japanese officers and thirty Japanese sailors under Captain T. Hashimoto manned the *Oonah*.<sup>15</sup>

When news of the trouble was radioed to the Pinkenba radio station at 2 o'clock on the afternoon of Monday 8 July, there was little anyone could do but to remain on alert and be ready to send help the moment the cyclone eased. Several Brisbane-based tugs were placed on full alert as the epicentre of the storm passed over Hervey Bay. The *Oonah* too was experiencing difficulties, its steering gear had broken down and Captain Hashamoto could not follow the drifting *Maheno*. It was clear that even had he been able to steam to the *Maheno's* aid, there would have been little he could do. The *Oonah* was a single screw ship and in such treacherous seas it would have been almost impossible to manoeuvre at close quarters with another vessel.<sup>16</sup>

By the following morning the *Maheno* had disappeared, heavy seas and a thick rising mist had reduced visibility considerably. The *Oonah's* steering problems were rectified but Captain Hashamoto had lost all contact with the *Maheno* and therefore could offer no assistance to the drifting vessel. The salvage tug *Carlock*, under the command of Captain W.J. Cowling, left Brisbane with a crew of fourteen at 9.25 on the morning of 9 July. They battled into the teeth of the cyclone but it was, at best, only a gesture. It would take at least twenty-four hours for the small vessel to reach the area where the *Maheno* had last been seen, and by then it was almost certain that the *Maheno* would be either sunk or stranded somewhere on the Queensland coast.<sup>17</sup>



*The Maheno beached on Fraser Island. Source - Maryborough, Wide Bay and Burnett Historical Society.*

By the following day it had become apparent that such fears were justified when New England Airways' pilot Keith Virtue spotted the ship stranded on the outer beach of Fraser Island. Subsequent reports revealed that the Japanese crew of eight men, under the command of Captain Yutaka Tanaka, had abandoned the vessel, lowering a lifeboat from its davits with great difficulty as the ship was leaning over at a fifteen degrees angle. The ship had struck the beach at 2 p.m. on Tuesday 9 July. None of the crew had been injured during their ordeal.<sup>18</sup>

At first the crew members of the *Maheno* were uncertain of their position, and fearing that they were landing on a desert island, they took large quantities of tinned food and water to the beach with them. They also carried sufficient tarpaulins to make shelters.<sup>19</sup>

The Maryborough harbour master, Captain W. Snewin, and Constable T. Codd, aboard the government launch *Edith*, arrived at the scene from Maryborough soon afterwards. They ascertained that all the crew members were safe - although two were reported as being ill. Several sightseers walked from Happy Valley



and soon afterwards the *Oonah* arrived off-shore. Hashamoto sent several signals to the *Maheno*, received no reply and later steamed away in a southerly direction. Indeed, communications with the *Oonah* were one of the major problems concerning the entire sequence of events. The *Oonah's* radio operator could speak very little English and he was also suffering from a serious illness. Within hours of the *Maheno* being stranded on the beach it became obvious to Captain Tanaka - who had thirty years' experience at sea - that the vessel would never be refloated. As the tide receded the hull sank deeper into the sand and the list to starboard became more pronounced.<sup>20</sup>

The crew made themselves as comfortable as possible at the site of the stranding, erecting their tarpaulins and preparing for a lengthy stay. Not long afterwards extra food and waterproof tents were sent from Maryborough.<sup>21</sup>

Speculation concerning the future of the ship was rife in Maryborough, many people agreeing that it was unlikely the ship would ever be refloated. Other ships had become stranded in similar fashion, the *Chang Chow*, the *Wanganni*, the *Ottway* and several sailing ships, all had remained on the beach and all had finally subsided into the sand.<sup>22</sup>

By 13 July it was becoming increasingly obvious that the *Maheno* was stranded on the beach for good. The vessel was taking in water and it was presumed that its back was broken. Captain Tanaka was convinced that the ship would soon topple over, as a 'scour' of sand was building up on its port side and the sand was being washed away from its starboard side. With every tide the list was increasing dramatically.<sup>23</sup>

On Sunday 14 July the *Oonah* anchored at Platypus Bay at the inner beach of Fraser Island and Captain Hashamoto, with the ship's bo'sun and one other member of the crew, went by boat to Bogimbah where they were met and taken to the *Maheno*. It was Hashamoto's task to ascertain whether or not the *Maheno* could be refloated.<sup>24</sup>

Hashamoto's verdict was that the *Maheno* was virtually unsalvageable. At first he thought that sand anchors placed on the port side attached to steel cables would prevent the ship toppling over, although the logistical problems of trucking large reels of steel cables and anchors to the site overland from Maryborough seemed almost insurmountable. There was also speculation that all the furniture and ship's fittings would be stripped and carried by bullock dray across the island to be loaded aboard the *Oonah*, but this too would have been an overly expensive operation to recover what was essentially only a minor amount of salvage.<sup>25</sup>

Captain Hashamoto's radio operator was by now seriously ill and had to be rushed to hospital in Maryborough. Hashamoto himself visited Maryborough on 18 and 19 July. The *Maryborough Chronicle* somewhat colourfully reported:

He was a small swarthy man, neatly dressed with an overcoat over his arm and an attaché case in his hand. He stood at the corner of a Maryborough street and the Friday shopping crowd passed him carelessly by. No one paid any attention to his rather uncertain movements, yet a few days ago he was one of the most sought after men in Australia. He was Captain Hashamoto of the *Oonah*. Only yesterday morning he arrived in Maryborough bringing with him his wireless operator, who, after gallantly standing by throughout the storm and the busy days that followed, had finally surrendered to a serious illness.<sup>26</sup>

During a press interview Hashamoto became almost emotional as he told of the terrors and difficulties of the previous few days. He also thanked the people of Australia for their aid and support. The press reported, '...there was a little quiver in voice which witnessed the earnestness of his sentiments.'<sup>27</sup> The radio officer was operated upon soon after his admittance to hospital.<sup>28</sup>

By 21 July the list of the *Maheno* had increased considerably, yet despite this Captain Tanaka was becoming more optimistic concerning the possibilities of refloating the vessel. He told interested spectators on the beach that he now thought the ship's back was not broken and that it would be possible to salvage her.<sup>29</sup>

The *Oonah* departed for Japan shortly afterwards, leaving the *Maheno's* skeleton crew camped in the scrub close to the site of the wreck. In October that year a Japanese salvage expert named Eijiro Murakami arrived at Maryborough. By this time some of the *Maheno's* rivetting had given way and the engine room was flooded. It was Murakami's intention to load a quantity of salvage equipment aboard the Maryborough motor launch *Juanita*. This equipment included pumps, an oil engine and a full diver's suit. Murakami planned to pump out the engine-room and pump away the sand which had continued to build up against the ship's port side.<sup>30</sup>



By 3 October all the equipment had been landed at the site and the pumps had been placed, with great difficulty, aboard the stranded vessel.<sup>31</sup>

However, by 10 October hopes were fading. Murakami and Captain Tanaka arrived once again in Maryborough with the news that the situation, although not hopeless, looked bleak. The pumps seemed incapable of clearing the water from within the vessel and it seemed likely that little could be done. They were awaiting the arrival of a vessel from Brisbane which would be used to take soundings to seaward of the *Maheno*. Their final decisions would be based upon this information.<sup>32</sup>

By 11 October still no decision had been made but Murakami believed that it may have been possible to bring a tug or some other powerful vessel from Japan to pull the *Maheno* off the beach. He had made enquiries for the berthing of such a vessel at the Urangan pier and of the availability of water, coal and other supplies.<sup>33</sup>

Murakami returned to Japan shortly afterwards and in December that year it was announced in the press that in fact the original tow ship, the *Oonah*, would be returning to the area and would be used to pull the *Maheno* from the sand.<sup>34</sup>

By January the following month the owners of the *Maheno*, the Amakei Company of Osaka, announced that a full scale salvage attempt would be made. They had sent an engineer named Higashisaka to Queensland and both Higashisaka and Captain Tanaka told the Brisbane press corps that water pumping would begin on Wednesday 15 January, 1936. All the ship's fittings and furniture would be auctioned.<sup>35</sup>

That same month there was a wedding aboard the vessel. The bride was Beatrice McLean of Townsville and the groom was Dudley Weatherley - one of the customs officers on duty at the time of the wrecking. The service was performed by Reverend T. Tomlinson. The press later reported: 'The only difficulty was with the decks sloping at an angle of 6 ½ degrees, the minister had to lean backwards like a skier descending a mountain side, and the bridal couple and their attendants leaned forward before him.'<sup>36</sup>

Music for the wedding ceremony was provided by the *Maheno's* organ. This impressive organ which had travelled with the ship for the previous thirty-five years, was eventually purchased by Mr W. Myers King, of the company King and King, Brisbane. The instrument was removed from the wreck in February 1936 as the remainder of the ship was being stripped. King himself travelled to the island and supervised the difficult task of getting the organ ashore and to Brisbane via Maryborough. At the time King undertook this task he was more than eighty years of age.<sup>37</sup>



Loading the *Maheno* organ at Bogimbah. Source - John Oxley Library print number 46377.

Pumping operations continued to prove ineffectual and virtually all hope was lost of ever refloating the vessel. In March 1936 another cyclone built up on the Queensland coast, severely buffeting Fraser Island. The wreck took the brunt of the storm, it shifted in the sands, almost correcting the list to starboard.<sup>38</sup>

By October the following year still no resolution to the problem had been found. The owners of the wreck were contemplating bringing a large contingent of Japanese workers to Fraser Island so that the ship could be broken up on the beach and the scrap transported by sea to Japan. But there were various problems, not least of which was a suspicious Australian public and an ever more suspicious Australian government. Japan was perceived as being overly aggressive, Mukden in Manchuria had been seized in September 1931 and Japan had abandoned the League of Nations in March 1933. In April the following year the Japanese had issued a statement claiming that they alone were responsible for military security in the Far East, and in November 1936, even as the *Maheno's* owners were negotiating to dismantle the ship, the Anti-Comintern Pact was signed between Japan and Germany. Clearly, there was profound cause for suspicion. As war loomed with China, scrap iron was badly needed in Japan for the production of munitions, arms and equipment. As Japan, under its militaristic and dictatorial government, increased its military might, there was growing alarm in Australia that such a powerful nation would soon be casting envious eyes on Australian minerals or other resources, and there had already been many public warnings about the possibility of war. Thus it seemed unlikely that the Australian government would allow the Japanese to bring their men and equipment to Fraser Island, despite the fact that there seemed to be no constitutional reasons to legally prevent them from doing so.<sup>39</sup>

Considerable public hostility against the Japanese was being caused by news of the atrocities being carried out in China, and from the practices of many Japanese pearling and trepang lugger crews off the coast of Queensland and the Northern Territory. The crews of these vessels were known to be hostile, some were openly mapping the Queensland coast and others were widely reported in the contemporary press as having kidnapped young aboriginal girls for sexual slavery. Such practices certainly did not sit comfortably with the Australian public.

The *Maheno* was finally stripped of all its furnishings and other valuables and used as a target for bombers of the Royal Australian Air Force based at Bundaberg during the Second World War. Many years afterwards the bombing of the ship was to become something of a contentious issue as it was claimed that many of the 250 lbs bombs aimed at the target had not exploded and that the region was a potential death trap for visiting tourists and fishermen. In October 1970 the press was reporting that at least nineteen such unexploded mines were near the wreck. The R.A.A.F. and the Australian Army declaimed responsibility, stating that the defusing of such devices was the responsibility of the navy.<sup>40</sup> How much truth there was in the report that bombs still littered the site is difficult to know. One former R.A.A.F. pilot soon afterwards claimed that the ship was never targeted with 250 lbs bombs and that only small 7 lbs smoke bombs had been used.<sup>41</sup> A navy demolition team later discovered a number of bombs, roped off the area and promised to return soon afterwards to deal with the danger. However, by March 1971, four months after the danger was first publicized, nothing had been done and the marking ropes warning of the bombs had been washed away with the tide.<sup>42</sup>

A second ship named the *Maheno* was commissioned at Dundee and launched on 11 July, 1968. It was used on the New Zealand to Australia run by the Union Steamship Company.<sup>43</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Forty-five.

1. M/C. 3 August, 1933, p 4.
2. For full details on the *Panama* and Yankee Jack, see M/C. 31 May, 4 April and 7 April, 1864.
3. M/C. 13 June, 1914.
4. M/C. *ibid.*
5. M/C. *ibid.*
6. M/C. 21 October, 1895.
7. M/C. *ibid.*
8. M/C. *ibid.*
9. M/C. *ibid.*
10. M/C. 14 July, 1919, p 3.
11. For full details on the sinking of the *Dorrigo* see M/C. 6 April, 7 April, 12 April, 22 April, 24 April, 28 April, 29 April, 30 April, 8 May, 18 May, 1926 and 8 February, 1927.
12. M/C. 7 August, 1951, p 3.
13. M/C. 17 August, 1951, p 6.
14. M/C. 9 July, 1935, p 5.
15. M/C. *ibid.*
16. M/C. *ibid.*
17. M/C. 10 July, 1935, p 5.
18. M/C. 11 July, 1935, p 5.
19. M/C. 12 July, 1935, p 7.
20. M/C. *ibid.*
21. M/C. *ibid.*
22. M/C. 13 July, 1935, p 7.
23. M/C. 15 July, 1935, p 3.
24. M/C. 16 July, 1935, p 5.
25. M/C. 18 July, 1935, p 6 and 20 July, 1935, p 7.
26. M/C. 20 July, 1935, p 7.
27. M/C. *ibid.*
28. M/C. *ibid.*
29. M/C. 22 July, 1935, p 4.
30. M/C. 1 October, 1935, p 6.
31. M/C. 4 October, 1935, p 8.
32. M/C. 10 October, 1935, p 6.
33. M/C. 12 October, 1935, p 7.
34. M/C. 11 December, 1935, p 6.
35. M/C. 14 January, 1936, p 5.
36. M/C. 19 July, 1956, p 9.
37. M/C. 11 February, 1936, p 5.
38. M/C. 28 March, 1936, p 9.
39. M/C. 29 October, 1937, p 6.
40. M/C. 26 October, 1970, p 1.
41. M/C. 14 November, 1970, p 8.
42. M/C. 17 March, 1971, p 6.
43. M/C. 7 January, 1974, p 5.

## Chapter Forty-six. Lighthouses.

The one single factor which was to save countless lives and give comfort to many sailors, was the Sandy Cape lighthouse, the construction of which, in 1868 was of consuming interest to the people of Maryborough who relied so heavily on the safe arrival of shipping.

When Queensland gained Separation from New South Wales in 1859, there was only one lighthouse on the entire colony's coastline, this was a seventy feet stone construction at Cape Moreton which had been erected two years previously in 1857.<sup>1</sup> Evidently, with the Great Barrier Reef running down much of the coast, and with only one visible navigational aid, it became a matter of some importance to erect more lighthouses along Queensland's shores. With Separation came the responsibility to ensure that the marine traffic along those shores remained as safe as possible. The Marine Board Act was passed in 1862 and a colony portmaster was appointed. Over the following two years pilots were employed, harbour lights were installed, and two governmental committees were set up to investigate the need for various marine improvements, including the construction of lighthouses at Sandy Cape and Bustard Head.

The findings of the committees were positive and they recommended that construction work at Sandy Cape and Bustard Head should proceed. The towers and lantern apparatus were ordered from England and once this equipment had been received it was stored in leased premises at Kangaroo Point while the sites were being surveyed.

The Bustard Head lighthouse was first scheduled for construction and a delay in starting the Sandy Cape lighthouse caused considerable concern over damage which may have been caused to the delicate lenses of the lantern while they were held in storage. If the lenses became filmed with mildew they would not function as well as they should. This fear was explained in the final report of the select committee which claimed that such damage had already been experienced to the lenses of the harbour lights, and warned: 'The Sandy Cape lenses have already been packed about twice as long as those of the harbour lights.'<sup>2</sup>

Tenders were called for the construction of the lighthouse in 1868, the closing date being 7 August that year. The lowest tenderer later realized that he had made an error in his calculations and the second lowest tender of £4524 - from brothers John and Jacob Rooney of Maryborough - was accepted in October that year. The tender also included provision for the construction of four dwelling-houses and a storehouse at the lighthouse.<sup>3</sup>

The material for the tower was iron and was made by the then well known firm of Ritson and Co. From the onset of work it quickly became clear that many of the components ordered from contractors in Great Britain were of an inferior quality. The Rooney brothers had estimated that the building time for the lighthouse would be approximately nine months, however, it soon became evident that they had entirely under-estimated the difficulties and hindrances of the work. By Christmas only the preliminary arrangements had been made. On that day the contractors, with their men, left Maryborough in the chartered schooner *Resolute* which also conveyed the first cargo of plant for the building. The contractors had entered into a sub-contract with Short and Son of Sydney for the shipping of all the government plant from Brisbane to Sandy Cape. Besides a quantity of the plant the *Resolute* had on board the hardwood for the tramway and three surf punts, which, with rations, were put on board at Maryborough.

The *Maryborough Chronicle* later ran an extensive story on the construction of the lighthouse, explaining that the surf punts were required because there was no landing jetty at the construction site. The report continued:

To surmount this difficulty it was necessary to build surf-punts, which should be perfectly water-tight. Three of these, each able to carry two tons, had accordingly been provided. The vessel was anchored about five hundred yards from the shore, in about three fathoms of water; then a stout rope - in nautical parlance a 'line' was run ashore from her, and fastened to a heavy anchor on the beach, there being no trees capable of being used for the purpose, and thus punt-load after punt-load was run ashore.<sup>4</sup>

The *Resolute* arrived at the site on 1 January, 1869, and the workers immediately began erecting a large store above the high-water mark for the reception of the plant. At the same time the first section of the tramway from low-water mark to the front of the store was in progress and the men were housed in tents or under tarpaulins. A set of shearlegs was erected directly over the end of the tramway and when this had been completed the remainder of the ship's cargo was landed through the surf in the punts. As soon as the *Resolute's* cargo was



ashore the work of laying the tramway to the site of the tower began. This was an arduous task, being more than half a mile in length, and over that distance had to rise to a height of about one hundred yards. There was one sheer ascent of some sixty yards at an angle of fifty degrees up which the loaded trucks were hauled by two horses working a whim at the top. On one occasion a truck loaded with two barrels of water - a weight of about eighteen hundredweight - was being drawn up the incline when a link broke and the truck dropped backwards, tearing up about thirty yards of the track. It was later discovered that the chain had a defective link.<sup>5</sup> Of another, more amusing incident, the press reported:

The mate of the schooner, with that devil-may-care love of frolic characteristic of his class, undertook to run down the incline. For a while he managed to maintain control over himself, but as the momentum increased his steps lengthened until he presented the appearance of a flying man; finally, with a huge jump ... he managed to pitch himself into a sitting posture, in which he slid the remainder of the way, arriving at the bottom pretty well shaken and minus the seat of his pantaloons. We believe no one has since tried a run down the incline.<sup>6</sup>

By the middle of February the tramway had been completed. Some of the men were set to erecting the whim and others were ordered to excavate the foundations for the tower. Still more men were engaged in scraping or painting the plates for the foundation cylinder, which, by this time, had arrived in the second cargo of the *Resolute*. When this had been completed the schooner was sent to bring two cargoes of shingle from the Picnics, near Woody Island. The shingle was for the manufacture of concrete. The *Resolute* was later used to bring another cargo of plant from Brisbane, it was a journey which almost resulted in disaster. The *Maryborough Chronicle* reported:

This was on the 9th of May. She arrived in the evening, with a heavy wind and sea from the S.W. The bight being exposed from this quarter, she dragged her anchors in the night and drifted before the sea until her rudder touched the ground. For the next day and night she remained in this position, bumping her stern on the ground, and afloat at the bow. Her rudder and some timbers aft were carried away, but she made little water, which at no time was above the ceiling. The weather moderated on the second day when she was hove out by her anchors. She had drifted a mile and a half to the eastward but no material damage was done her. Great fears were entertained that the cargo would be found much injured, but fortunately it had not sustained the least injury. During all the time the plant was being shipped one of the contractors always remained on board the schooner while the other superintended the works. In addition to the *Resolute*, the *Alma* and *James Nash* were engaged to convey shingle from the Picnics, and timber, rations etc., from Maryborough.<sup>7</sup>

The hard work of the basic construction and its foundations then commenced, plates had to be painted and the ground excavated to a depth of five feet. These early preparations for the foundation plates were carried out with extreme care. Firstly, the old paint which had been applied in England was carefully scraped off. The plates were then scoured with sandstone and water, dried and repainted - first with a coat of red lead, and then with two coats of white lead. The foundation of the tower consisted of a circular body of concrete, some ten yards in diameter and about five yards deep. Over the following few months the work progressed slowly but satisfactorily until the top of the lighthouse was ready to be installed.<sup>8</sup>

The *Chronicle* report continued:

In the centre of the light-room stands a pedestal four feet square, with glass doors and sides. It contains the clock-work of the lamp, the chains of which work in the centre of the pillar ... On the top stands a portion of the lamp, on a level with the glass of the lantern ... Although so large a work has been here carried out nearly to completion ... and very shortly four families will be stationed here, no steps have, up to the present, been taken for placing Sandy Cape in telegraphic connection with the mainland. This, both in the interests of commerce and the people who will be residents here, is a state of things that should at once be rectified. We suppose that for a time at least, all communication will be effected by means of the pilot schooner *Ethel*, and this suggests another fact that struck us while going ashore. The only boat on that craft is a small two oar and square stern boat, which, although a very excellent boat of its sort, is not at all safe for use at the beach at Sandy Cape. Even when we were there, and in fine weather, it was necessary to turn her stern on to beach her. There are many months in the winter season while the westerly winds blow, to which the bight is open, when it would be quite impossible to beach the boat in question there, except at peril of life to all concerned. What is wanting is a whaleboat or lifeboat, both ends of which are sharp, and in such a craft landing could be effected on most occasions.<sup>9</sup>



*Fraser Island, Sandy Cape lighthouse.*  
Source - John Oxley Library print number 39572.

On the ground floor of the lighthouse the workers built a large room with one heavy teak door and four small windows, this design was adopted for all the other floors of the building. The first floor was reached by a staircase on the exterior of the building, while for the remaining floors a set of stairs was built on the inside. The staircase from the upper floor to the light-room was enclosed with galvanised iron with an airtight door at the bottom to prevent winds from extinguishing the lamp.<sup>10</sup>

On 23 May, 1870, the Maryborough portmaster telegraphed the colonial secretary with the following message: 'Returned from Sandy Cape. All well. Light first lit on 19th. Weather has been very bad but light on the whole is satisfactory. Contract for the erection of the buildings has been admirably carried out.'<sup>11</sup>

The first lighthouse keeper at Sandy Cape was John Simpson, who had been transferred from his duties as lighthouse keeper at the northern light on Woody Island. He was accidentally killed at Sandy Cape, aged fifty-one, in 1882. According to the magisterial enquiry which was held in July that year, Simpson, with the assistant lighthouse keeper, Duncan Henderson, had been hunting wallabies with his double barrelled shotgun when he, '...stumbled over a log which lay in the way ... the gun went off and ... the charge lodged in his breast.'<sup>12</sup>

There have been a number of deaths at the lighthouse, on 12 January, 1877, Edith Maude Simpson, a child of just eight months died due to teething problems. Another death was that of a nine years' old child who died after being bitten by a snake. A report in the 1878 press claimed:

A little girl, daughter of Mr Walker (an assistant keeper) ... died on Friday last from the effects of the bite of a death adder. We are informed that the poor little sufferer lived for five hours after the accident, an unusually long lapse of time for the poison of these deadly reptiles to take effect, as it usually runs its course in from a quarter to half an hour. In this case the venom was probably somewhat weakened by the adder having previously bitten a fowl which died on the spot. The adder was subsequently killed and is kept preserved in spirits on board the pilot cutter.<sup>13</sup>

Another keeper, Captain Henry Gasson, also died at the lighthouse after suffering a heart attack on Saturday 29 March, 1919. Gasson was something of a hero. Born in 1857, he was an officer in the ASN Company, later transferring to the Howard Smith Company in 1885. He was appointed third mate of the ship *Burwah* and formed one of the original party from that ship who rescued approximately two hundred and fifty passengers from the steamer *Cahors* after that vessel had been wrecked on Evans Reef. For the part he played in the rescue Gasson was awarded the silver medal of the Shipwreck Relief Society of New South Wales. He was buried at the Bulimbah cemetery on Monday 31 March, 1919.<sup>14</sup>

The lighthouse at Double Island Point was erected in 1884 by experienced lighthouse builder W.P. Clark who had successfully tendered for the erection of two lighthouses, one at Double Island Point and the other at Pine Islets. Clark's tender price for both lighthouses totalled £6900.<sup>15</sup> The light was first operated on the night of 11 September, 1884.<sup>16</sup>

Lighthouse life was lonely and often difficult. Maryborough historian Alice Wilson, who herself researched and wrote a great deal on Maryborough's history, lived, for a while, at Double Island Point lighthouse. In 1969 she gave a lecture about her experiences, recording, in part:

It was my privilege to live at a lighthouse for four years in my early teaching career. I say privilege for I considered it as such. Having an inborn interest in humanity, particularly those human beings whose occupation isolated them from their fellow-men, I gained an insight into how our coastal watchers lived in those days. Lighthouse life fifty years and more ago was vastly different from what it is today. Double Island Point lighthouse, of which I speak, stands on a rocky headland 350 feet above sea-level ... Wolfe Rock, two or three miles off the point was then, and still is, I believe, a famous snapper fishing ground. In my days coastal vessels often would anchor and fish around the rock. Our share of the catches was what we saw through our binoculars or telescopes. The legend, told by the light-keeper, was that a heavy sodden plum-pudding was thrown overboard by Captain Cook as he passed and named the headland in 1770 thus forming the rock. Years ago the children of light-keepers were given the privilege of education to the standard of the ordinary primary schools without leaving home. Schools were provided and qualified teachers were appointed by, and were under the control of, the Education Department. The children were thus able to remain with their parents during their early childhood days. The Departmental Inspector visited the school annually. Though the enrolment at my school never exceeded ten pupils - one year only four - the inspection was never neglected.

The District Inspector would leave Maryborough by Government boat on a Monday morning and return to town with it on Friday afternoon having accomplished in a few hours the mighty task of examining from four to ten children. His visit was one of the red-letter days in the lighthouse life.

Arrival of stores and mail once a week was almost like the celebration of Christmas. Occasionally we were lucky enough to get a mail day in between, if one of the men could be spared and was energetic enough to ride sixteen miles along the beach to Inskip Point, the light-keeper there being the official postmaster.<sup>17</sup>

As Alice Wilson asserted, the life of lighthouse keepers, their families and tutors was an exceedingly lonely one. The lighthouse at Sandy Cape was home to fifteen teachers from the years 1877 to 1917, many of whom, due to the isolation and loneliness, stayed for only short periods. The exception was Selina Lovell, an amateur naturalist who, in June 1890, claimed to have seen a sea monster in the waters off Sandy Cape. Her claims were backed by the signed affidavits of several people who also maintained that they had seen the creature. These included J. Alsbury, first assistant at the Sandy Cape lighthouse, W.H. Lees, third assistant, his wife Mrs Lees, Donald Henderson, Jemina Alsbury and Jessie Alsbury. The affidavit signed by these people read: 'We, the undersigned, saw the Moha Moha (as described by Miss Lovell) making for the shore of Sandy Cape on June 8, 1890.'<sup>18</sup> Several aborigines also claimed to have seen the creature. Selina Lovell later said that she had managed to get to within five feet of it and that she could have stood under its flukes. However, Miss Lovell's claims were regarded with some derision in the staid world of academia, and no official recognition was made of her sighting. She remained on the island from 1880 until her retirement at the age of sixty-seven in 1894.<sup>19</sup>

Another sighting of a strange creature was made in 1915 by Mr A.E. Hauley who was then holidaying in Scarness. Hauley and another man were fishing off the rocks in a channel near Point Vernon when they heard a strange noise. Hauley later stated: 'We quickly turned and then we saw this monster. It could be described only as being like a huge serpent, more than one hundred feet long. Its circumference was twice the size of a large gum tree and it was greenish brown in colour. Its flesh had an uncanny transparent look. In the centre of its back was a large dorsal fin as big as the sail of a sailing skiff. There were fins along the serpent-like body. The tail was very large and resembled that of a fish.'<sup>20</sup>

Hauley added that the creature had propelled itself at great speed by coils rising out of the water in a corkscrew fashion, he said that these coils were large enough for a rowing boat to have passed through them.<sup>21</sup>



## The Woody Island Lighthouses.

There have been two lighthouses on Woody Island, one at North Bluff and the other at Middle Bluff. The concept of these two lighthouses is interesting. They were designed to allow shipping to align both lights at a specific compass reading, enabling the ships' masters to know exactly when they should turn their vessels into the shipping channel which leads to the Mary River. Both lights were constructed through 1866/67 and the first lighthouse keeper, John Simpson, took up his appointment on 1 September, 1867. An assistant for Simpson was appointed the following year.<sup>22</sup>



*Middle Bluff lighthouse Woody Island ca. mid 1930s.  
Jean Emery's collection.*

The lighthouse keepers were supplied with fresh meat and milk by placing rabbits and goats on the island. Maryborough sports hunters often travelled to the island for a day's picnicking and rabbit shooting. The rabbit population became a problem in later years, despite the hunting, and they managed to find their way to Fraser Island. In 1952 the rabbit population was eradicated through the introduction of myxomatosis. There are at least two graves on the island, that of May Hardie, the daughter of one of the lighthouse keepers, and an unknown sailor. May Hardie had died of lung congestion.<sup>23</sup> The inscription on her grave reads: 'Sacred to the memory of Sarah May Hardie, who departed this life August 8, 1883 aged 19 years.'<sup>24</sup> Other unmarked graves almost certainly contain the remains of people who died on ships and were taken ashore for burial, especially from immigrant vessels or ships plying the South Sea Islands trade.

The lighthouse keepers and their families were said to have met each other for picnics at a halfway point on the island on one day every week.

Mrs G. Wockner, who lived on the island for many years, and whose son also became a lighthouse keeper, recalled in 1959:

Wild flowers grew abundantly on the island in those days, and in some parts

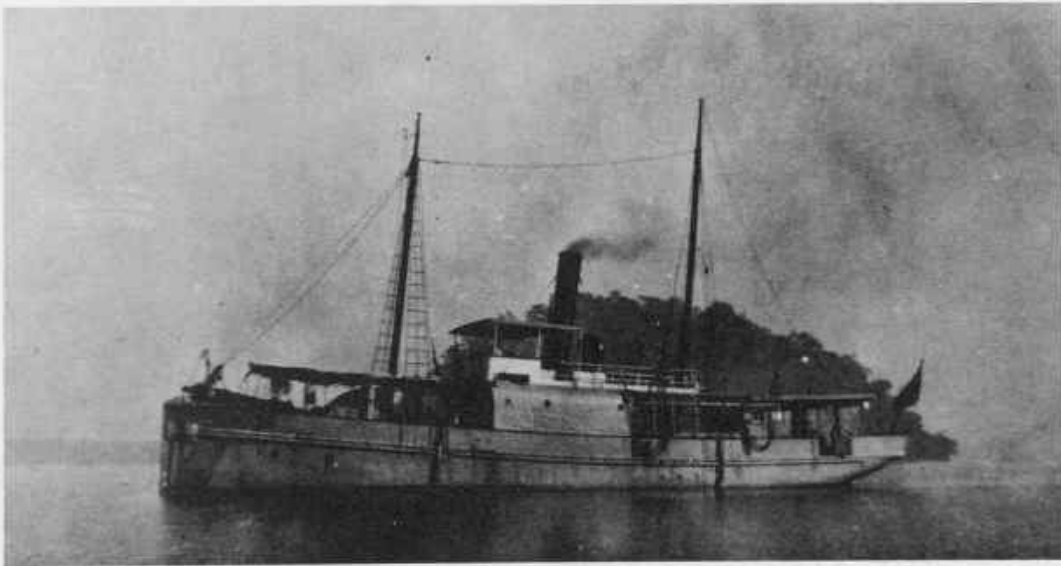
almost to the water's edge. Colourful blue mountain parrots reigned supreme and resented any intrusion by the 'greenies'. This hostility did not extend beyond the parrot family apparently, as many other birds made the island their home and came yearly to make their nests.

Stores and mail came once a month by government steamer from Maryborough. However, goats supplemented stores with milk and mutton. There were about 800 goats at that time, and a small milking herd was always kept. Crabs and fish were plentiful. One sandy beach was noted for whiting and there were always oysters to gather on the west side. Only a few vegetables were grown because all water had to be supplied by tank. Fruit trees grew well. These included oranges, lemons, limes, loquats, and peaches. No fruit pests were known to attack them. Fowls were also kept, and a good shot could always provide a rabbit or pigeon for the table.

Parties from Maryborough came for a day's shooting. Mr Tottenham and his trained pointer dogs usually joined the men in this sport.

There was only one worthwhile waterhole and this dwindled to a small trickle in times of drought. It was a bit brackish and the goats' only drinking water. They used to go miles in a day for their drink.





*Q.G.S. (Queensland Government Steamer) Relief 1916-1925. This vessel brought supplies to Woody Island once a month. Jean Emery's collection.*

If help was needed a mirror was flashed to any passing ships. Apart from visitors who called at Woody by boat - there was little social life. On Sundays the two families stationed at the island used to pack picnic baskets, and meet half way along the beach under a big shady tree. This was the highlight of the week and the elders as well as the children looked forward to these few hours of companionship.

Communication with the mainland was by telegraph, and later by telephone. The cable came from Urangan to Woody Island and then across to Fraser Island and continued a further fifty miles on to Sandy Cape lighthouse. Telegraph was used at first between lights - but not telephone. Later telephone was installed and this enabled the islanders to have a friendly chat with the keeper at Sandy Cape and linesman at Bogimbah.<sup>25</sup>

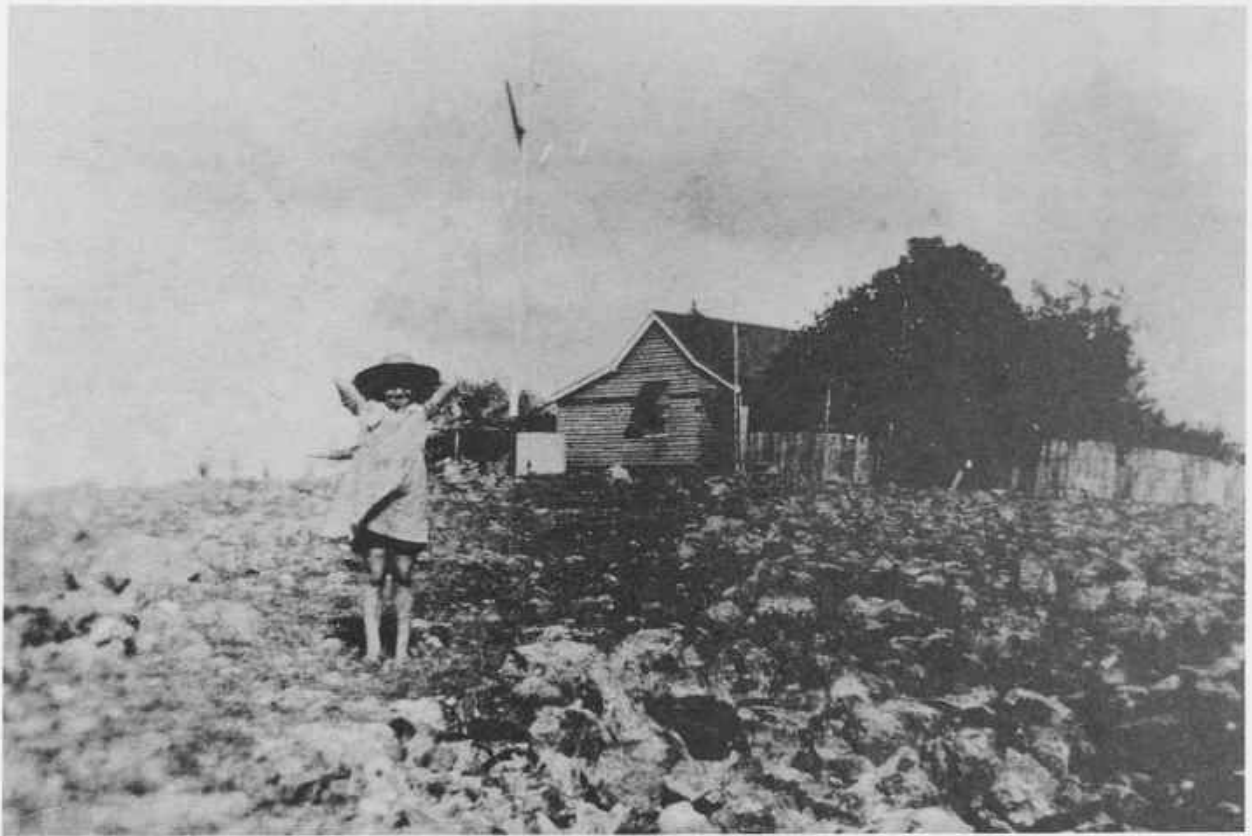
One of the keepers of the southern light, William Tottenham, was reported as having become so ill that he locked the door to the lighthouse and would not allow even his wife to enter. The distraught woman was forced to hail a passing steamer so that Tottenham could be coaxed from the lighthouse and taken to the mainland for medical treatment.<sup>26</sup>

William Tottenham's son, Charles, took over the running of the light in 1900. He and his wife had three children, Jack, Gertie and Arthur, all of whom were brought up on the island.<sup>27</sup>

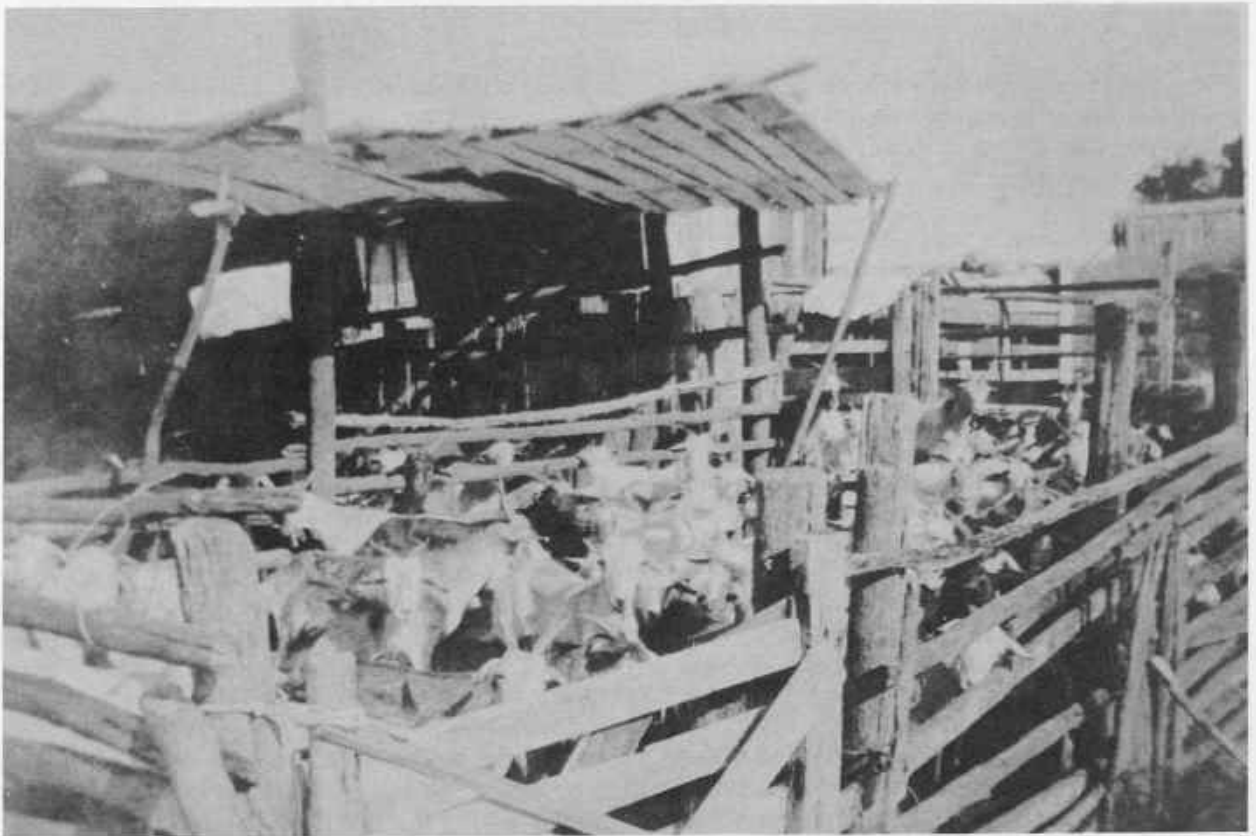
Charles kept the light operating for thirty years, after which the lighthouse was taken over by Cecil Robertson. Robertson managed it until 1945 and his place was taken by Norman Price until 1951 when Harold Thomsen became keeper.

Cecil Robertson's daughter, now Mrs Jean Emery, clearly remembers the years she and her family spent on Woody Island, she claims that for a child it was a wonderful life, although lonely at times, and that the children were educated by correspondence. Food, other supplies and kerosene for the lights came once a month aboard the Queensland government steamer *Relief*, and that goats, rabbits, fish, oysters and crabs constituted the major part of the family's diet. This diet was supplemented by vegetables grown by her mother. The shortage of water was a constant problem, the lighthouse at Middle Bluff, where the Robertson family lived in a modest cottage, was supplied with water from three, 1000 gallon tanks. All washing and bath water had to be recycled onto the vegetables. There were three goat herds on the island, one for the north light, one for Middle Bluff, and another which was quite wild.<sup>28</sup>

The Middle Bluff light was converted to remote gas operation in 1959 and the northern light closed down the same year. By 1971 the northern lighthouse was in a sorry state of disrepair. The metal dome had been blown off and the wooden walls had disintegrated to such an extent that they were dangerous. Members of the Hervey Bay Historical Society examined the building to discover if it would be feasible to move it to the mainland for restoration, however, due to its poor condition little could be done.<sup>29</sup>



*Jean Robertson, daughter of Cecil Robertson at the lighthouse keeper's residence, Middle Bluff, Woody Island, ca. 1932.  
Jean Emery's collection.*



*The goats at Middle Bluff lighthouse, ca. mid 1930s. These animals were penned at night. Note the flattened kerosene tins which have been used to roof the pen. Jean Emery's collection.*



Cecil Robertson, light-keeper at Middle Bluff Woody Island from ca. 1930 - 1945, and his children.



Lighthouse keeper's children, John and Jean Robertson and their pets, Woody Island, ca. 1936. Jean Emery's collection.

In 1984 the remaining lighthouse on the island was converted from gas to solar power under a state-wide programme to convert all lighthouses to solar energy.<sup>30</sup> However, in 1987 this light was also closed as a series of solar powered beacons along the edge of the channel had made the lighthouses obsolete. Woody Island was also used for a while for gravel mining, and the gravel taken from the island was used to surface the esplanade at Hervey Bay.<sup>31</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Forty-six.

1. Thorburn J.H., *Major Lighthouses of Queensland*, Queensland Heritage, Vol. 1, No 6, May 1967, p 18.
2. *Report of the Portmaster upon the Ports and Harbors of the Colony*. QVP 1867, Vol. II, p 760.
3. *Endorsement on Schedule of Tenders for Light House, Sandy Cape*, forwarded to under secretary to the treasury, 10 August, 1868. QSA ARC/6 1400 of 1868, p 566.
4. M/C. 23 April, 1870.
5. M/C. *ibid*.
6. M/C. *ibid*.
7. M/C. *ibid*.
8. M/C. *ibid*.
9. M/C. *ibid*.
10. M/C. *ibid*.
11. Maryborough, Wide Bay and Burnett Historical Society file L 2.
12. M/C. 27 July, 1882, p 3.
13. M/C. 11 May, 1878.
14. M/C. 31 March, 1919 and M/C. 2 April, 1919.
15. Minutes of the executive council, Q.S.A. TRE/E73.
16. QVP 1884, Vol. III, p 793.
17. Maryborough, Wide Bay and Burnett Historical Society file L. 3.
18. M/C. 28 August, 1930, p 9.
19. M/C. *ibid*.
20. M/C. 15 October, 1960, p 5.
21. M/C. *ibid*.
22. Bradley, Don and Bradley, Lesley, *Woody Island, a brief history*, 1990.
23. M/C. 7 June, 1972, p 8.
24. M/C. 14 August, 1972, p 8 and Bradley, *ibid*, p 8.
25. M/C. 14 November, 1959, p 2.
26. M/C. 7 June, 1972, p 8.
27. M/C. 14 November, 1959, p 2.
28. Author interview with Jean Emery, November 1994.
29. M/C. 12 July, 1971, p 4.
30. M/C. 27 July, 1984, p 5.
31. M/C. 7 June, 1972, p 8.

## Part Five.

### A Century of Change.

### Chapter Forty-seven.

### Maryborough During the Boer War.

The Wide Bay Regiment, based at Maryborough, was originally formed in 1861 when troops were enrolled in a volunteer company of mounted infantry which was named the Wide Bay Rifle Rangers. In January that year the press reported, '...our chief constable, Mr Hawthorne, has partly canvassed the town with the view of establishing a volunteer rifle corps and also an artillery corps. In the course of one afternoon Mr Hawthorne obtained 44 signatures of persons willing to volunteer, and he informs us that in nearly every instance the project was favourably received.'<sup>1</sup>

A public meeting for the purpose of establishing a rifle corps was held in the court-house on the evening of Monday 18 February, 1861, with Police Magistrate John Kent presiding. At that meeting it was decided by an enthusiastic crowd that there was a distinct need for such a corps and that the company should be formed.<sup>2</sup>

Although enthusiasm for the project was high, it took until August that year before the corps became operational. As there were no officers or NCOs it was decided to elect these men by majority vote. The press later reported:

A meeting of the corps was held on Friday evening last for the purpose of electing officers. The business was commenced by the Secretary reading several letters from the Hon. M.C. O'Connell, Lieutenant-Colonel commanding the Queensland Volunteer Rifle Brigade, which contained a request that a Captain might be appointed in order that the rifles might be placed in his charge, &c., &c.

The meeting then proceeded to ballot for officers. Mr Sheridan was elected Captain by a majority of 18 over Mr Dowzer. In acknowledging the honour Mr Sheridan said, had he been chosen by acclamation he should have immediately resigned, but he felt highly honoured in being elected by ballot, and tendered his sincere thanks. He had been accustomed from youth to the use of the rifle and he would be very happy to impart to the members of the corps such instruction as his experience would enable him.

Mr Dowzer was elected 1st Lieutenant by a majority of eight over Mr Keith, and in returning thanks said he thought a better man might have been returned but he would do his duty to the best of his ability. Mr McCronon was elected 2nd Lieutenant by a majority of six over Mr Keith. Mr Purser was elected 1st Lieutenant and Quartermaster by ten votes over Mr W. Howard.

Mr Sullivan was chosen colour-sergeant, Mr John Goodwin, sergeant, and Messrs W. Howard and Sheridan (junior) corporals. The last named gentleman has refused the honour intended to be conferred upon him.

During the proceedings, Mr (R.B.) Sheridan stated that the cartridges would be provided by the Government for drill gratuitously; and that the volunteers might purchase at cost price the ammunition required for their private practice. This announcement gave considerable satisfaction and there is now no doubt that an efficient corps will very soon be established.<sup>3</sup>

Despite this early eagerness interest in such militaristic activities seems, in the long term, to have been less than enthusiastic, for, two years later, in 1863, the company was disbanded by the governor, '...the corps having failed to attend drill and parades.'<sup>4</sup>

Nine years later, in 1872, the company was once again formed under the title of the Wide Bay Company of the Queensland Voluntary Brigade. Companies were raised in both Maryborough and Bundaberg. Although these were, in principle, volunteer companies, the soldiers receiving no pay, recruits were enticed to join with the promise of quite generous land grants. These land orders entitled soldiers to select land with areas from five to one hundred and sixty acres, depending on the locality of the land and its value. The land had a face value of £100 and represented payment for three years' service. These land orders became negotiable and were much sought after by land speculators.<sup>5</sup>



During the 1880s there was considerable consternation that the Russians were about to invade Australia. On 23 December, 1884, a new recruitment law was enacted by which all males between the ages of eighteen and sixty years were liable for military service.

The Wide Bay Company was transformed and raised as the Second Queenslanders when the name was officially gazetted in 1885.<sup>6</sup> The uniform consisted of a scarlet tunic with blue facings, blue trousers with scarlet braid and a white helmet. By 1891 the scarlet uniform was used only for ceremonial purposes, the everyday uniform being khaki.<sup>7</sup>

When the second Boer War broke out in 1899, patriotism towards Great Britain rose to unprecedented heights in Australia and thousands of young men flocked to the recruiting tents to join the Australian contingents which were to be formed for the South African campaigns. During the following three years, until a peace was ratified at Pretoria in 1902, more than five hundred of these men were to be killed or would die of disease, and six Victoria Crosses were to be won.

The first Queensland contingent of volunteers was sent with little fuss, and, in Maryborough at least, little publicity, in November 1899, the only Maryborough man in the contingent being Trooper W.A. Morris - although the contingent also included Herbert H. Missing (father of historian Marie Walker) of Gootchie. The contingent sailed aboard the steamer *Cornwall*, arriving initially at East London and subsequently landing its troops at Cape Town on 15 December that year. Morris later described Cape Town's beaches in a letter to his family. He wrote: 'Here is all sand, like Pialba.'<sup>8</sup>

However, the second contingent which formed two months later received a great deal of public support and recognition. The Maryborough volunteers for this contingent were comprised of Major Colin Dunlop Wilson Rankin, and Troopers Holme, Warner, Rawson, Macalaster, Beresford, Corfield, Cran, Prigley, and Gatland.

Colin Rankin was the son of William Rankin. He was born in Ayrshire Scotland in January 1869 and arrived in Australia aboard the ship *Jerusalem* in 1883. One of his brothers, John Rankin, also served during the Boer War.<sup>9</sup>

On Wednesday 10 January, 1900, a large meeting was held in the old Maryborough town hall in honour of the departing troopers. The *Maryborough Chronicle* reported:

Early in the evening the military band went around the town and led the way to the Town Hall, which, long before eight o'clock, was crowded both in the hall and on the stage, a large number of ladies being present ... the troopers were wildly cheered when they entered and took their seats. The Mayor, in his opening remarks, explained the object of the meeting, which was to wish God-speed and safe return to their volunteers for the war. They were proud of their boys who were showing that theirs was not lip-loyalty, but they were prepared to do or die.<sup>10</sup>

The evening was strongly patriotic. The band played martial music and several nationalistic songs and hymns were sung. Each of the volunteers was presented with a fountain pen and jack-knife, after which the troopers lined up at the footlights of the stage while the crowd cheered them and the mayor delivered a patriotic speech.

For the troopers it must have been a stirring moment. Indeed, it was the culmination of several days of such activities. Trooper Rawson, who had worked at the Aldershot smelting works before he volunteered to fight in the war, had visited his colleagues at the works the previous day and had been proudly presented with, '...a very handsome revolver and 600 cartridges.'<sup>11</sup>

Troopers Warner and Holme, former railways employees, had attended a large gathering of friends and well-wishers at the Southern Cross Hotel just a few hours previously. There, Warner had been presented with a gold ring and Holme had received a sovereign case and match box. Both men had been enthusiastically enjoined to, '...shoot straight.'

Warner rose to thank the gathering and delivered a short eloquent speech. Holme, far more gregarious, delivered a witty and humorous speech. The *Maryborough Chronicle* later reported: 'Outside, the troopers were rushed by their friends anxious for a last handshake, and Warner was heard imploring them to, "leave a little bit of the hand to shoot the Boers with".'<sup>12</sup>

The troopers were sent to Brisbane by train on Wednesday 10 January, although Major Colin Rankin did not accompany them. After the ceremony at the town hall he returned to his home, Brooklyn, at Howard, and left for Brisbane aboard a mail train the following night. The *Chronicle* reported:

Never was the Howard railway station so densely packed with such an enthusiastic crowd of people as it was last night to see the departure of Major Rankin. Despite the unfavourable state of the weather and the lateness of the hour, the township of Howard was all astir. About 9.30 p.m. the ... town band marched from the drill hall to the residence of Major Rankin, and escorted him down to the railway station, playing stirring tunes on the march, and I don't think the bandsmen have ever acquitted themselves more favourably than they did last night ... As the train left the station the cheering was vociferous. Many in the crowd - especially the ladies - were visibly affected.<sup>13</sup>

Another earlier report in the *Chronicle* had ended: 'The Howard band attempted a few parting strains, but broke down, the players being too affected.'<sup>14</sup>

A patriotic fund in Maryborough had been started almost at the beginning of the war. By January, when the second contingent was being sent off, this fund amounted to approximately £353, £70 of which had been donated by employees at Walkers.<sup>15</sup>

In Brisbane, volunteers for the contingent were treated as heroes by the general public. On 12 January the entire contingent of 154 men marched from their camp at the exhibition ground to give the public a final opportunity to witness them prior to their departure. Thousands of people, cheering wildly, lined the streets. At 4 o'clock on the afternoon of 13 January the troops were embarked at Pinkenba aboard the steamer *Maori King* for Sydney and Melbourne en-route to South Africa. The press reported: 'It is understood that strict measures have been taken to prevent any spies from proceeding with the contingent.'<sup>16</sup>

Well known Maryborough businessman and profound patriot, George Stupart, as a parting gesture, sent a parcel of sweaters to Brisbane for members of the Maryborough contingent. Major Colin Rankin returned a message of thanks, adding that they were, 'a most acceptable gift.'<sup>17</sup>

While the ship was at Sydney a group of Maryborough residents then visiting the city took a boat across to Neutral Bay where the *Maori King*, surrounded by colliers lighters and tenders, was berthed. One man who later wrote an account of the visit stated:

We drew alongside to see a lot of picturesquely dirty troopers in khaki and dungaree grouped on board. 'Trooper Rawson or Holme aboard?' we shouted. After a series of shouts of 'Holme,' and 'Rawson,' all over the ship, the two looked over the side, quite pleased at the sight of Maryborough faces. The stern-looking sentry quickly gave way to the sweet smiles of the ladies in our party and we were welcomed aboard and were soon wandering about. Our cargo of cake, cigars and lemon syrup was quickly hidden away and then Maryborough men bobbed up all over the place, some from sentry-go, others from standing by stables, and others from dinner.<sup>18</sup>

Further news of the recruits was received in a letter from one of the troopers, Charles B. Holme, who wrote to his family in Maryborough:

We are having a very lively time aboard the *Maori King*, plenty of hard work from 6 a.m. until 6 p.m., and occasionally the whole night on duty. To describe ship life on a troop ship I should have to write a book. It is enough to say that 150 raw men have to be drilled into the use of arms and brought to a state of perfection to befit them to meet a formidable enemy such as the Boers.<sup>19</sup>

Holme went on to describe his regimen of work and the excellent food which was being served to the troops, adding however: 'Poor is not the name for the accommodation on board. We have hardly room to turn round ... Maryborough is well represented, and all are in splendid health and doing good work.'<sup>20</sup>

In late February one of the Boer commanders, General Cronje, surrendered his forces at Koodoosrand and the capitulation was the cause of spontaneous celebrations in Maryborough. The mayor of Maryborough, Alderman John Norman, telegraphed the education minister requesting a half holiday for schools and when this was granted, Norman personally went to the schools to inform the pupils. A huge procession was organized for that evening, and with bands playing and members of the various volunteer forces marching, Kent Street became alive with bunting, flags, music, and cheering people. One would almost have believed that the war was over.<sup>21</sup>

By now the third contingent had formed and the men were ready to depart from the Brisbane wharf aboard the steamer *Duke of Portland*. One of the Maryborough men in this contingent was G.T. Horsburgh, who wrote from the army camp at the exhibition grounds:

I must say, as far as camp life goes, so far I like it, having all I want and there is the best of food, meat, one loaf of bread a day and as much tea and cheese as you can eat. It is grand fun to watch a fruit, cake or hot pie cart coming in the gate, as soon as it gets in the chaps rush it and it is sold out in no time. We have the band, or a company of bagpipes pay us a visit from 7.30 till 10 playing music. The camp is in full swing this evening with musical instruments of all descriptions ... I am now writing in my tent, my portmanteau serving as a table.<sup>22</sup>

The first news of the second contingent arrived in Maryborough in early April when Colin Rankin wrote from Rensburg in the Cape Colony. After arriving at Cape Town, Rankin was immediately ordered to proceed to the front by train. He arrived at Arundal a few days later and reported to Lord Kitchener who appointed him second-in-command of the Australian Regiment of Mounted Infantry. His letter described the masses of prisoners and wounded and the heavy fighting which had been taking place.<sup>23</sup>

Letters from the front were infrequent and repetitive, most complained of the long hard conditions and appalling quality of the food. Corporal Eric Cran wrote to his family in early April 1900 complaining that there was little wood with which to cook food and that fence posts were being used for this purpose - although the practice was illegal, as, at this early stage in the war, the tearing up of posts was considered to be looting.<sup>24</sup> At the end of May Trooper C. Holme wrote to tell his family that he had been two weeks in Bloemfontein hospital suffering from dysentery and that another Maryborough man, Trooper T. Warner (of Tinana) was also in hospital with an unknown complaint.<sup>25</sup> In a later letter Holme lamented: 'We have had a very good spell in Bloemfontein, far too long. We would be better satisfied on the march, besides seeing some country. We are simply isolated here, still, I suppose ... everyone cannot be in the fighting line at once. We have not fired a shot so far.'<sup>26</sup>



C.D.W. Rankin.

Source - Maryborough, Wide Bay and Burnett Historical Society.

By August, however, as the British troops advanced on Pretoria, the men had seen a good deal of fighting and Trooper T. Warner wrote a detailed letter to his wife in Tinana.

We were fighting all the way up from Kronstad. On the way up we went out to a small town to capture a Boer leader but he escaped. However, we got fifty prisoners. We had two very hard battles before reaching Pretoria. My horse was shot ... We are in camp again after three days fighting 20 miles north of Pretoria ... I do not think it will be long now before we start for home again, the sooner the better for we have all had enough of it. The majority would like to be home again in Queensland ... we have just heard that the Boers captured and burnt our mails.<sup>27</sup>

In September 1900, Trooper A. Morris, the first Maryborough man to go to the fighting with the initial contingent, was suddenly returned to Maryborough. The *Maryborough Chronicle* reported:

His arrival in town was somewhat unexpected, but the news that he was on the train from Brisbane gained circulation very quickly and the result was that a very large gathering of citizens congregated in the vicinity of the railway station and even crowded onto the platform on the arrival of the train. The 2nd Regiment and Military Band were called out and were drawn up at



the entrance to the railway station. The bells from St Paul's belfry rang out a noisy but joyous peal of welcome. The greatest enthusiasm was shown by the crowd of people, which included a large percentage of ladies, and such a spontaneous outburst of patriotic feeling has never perhaps been witnessed in our town on any previous occasion. As the train steamed into the platform some welcome shots were given forth from detonators placed on the rails for this purpose. On stepping out of the carriage Trooper Morris, who had been joined by his father at Croydon Junction, received a splendid ovation and continuous and lusty cheering was indulged in, his comrades quickly hoisting him up on their shoulders ... the band played 'Home Sweet Home' at the proper moment, the crowd continued cheering. The regiment fell in, and, headed by the band, a triumphal march was indulged through the streets of the town to the Custom House Hotel. The crowd followed and all along the line of march Trooper Morris was heartily cheered.<sup>28</sup>

Another large gathering of people was awaiting Morris's arrival at the hotel and after a plethora of speeches and toasts Morris stood to respond. The press later reported: 'Trooper Morris was accorded a great ovation on rising to respond. He was very pleased for the welcome home they had given him. He had not much to say as he had not received any instruction in speechifying in South Africa.'<sup>29</sup>

Morris was also the guest of honour at a social and dance evening held at the town hall on 8 September, during which he was presented with a new Winchester rifle by members of the Volunteer Defence Force.<sup>30</sup>

By this time, however, those troopers still serving at the front were becoming embittered. As the death toll mounted, and as the Boers changed their military tactics from standard military methods of warfare to widespread guerilla warfare, the men realized at last that despite the capture of Johannesburg and Pretoria, this was to be a long and bloody war.

Trooper G.T. Horsburgh wrote many letters from the front to his family in Maryborough, and these letters have supplied us with some of the most detailed information concerning the conditions under which the men were fighting. From his letters also, we have a clear insight into the tragedy and hardships of the war, and the difficulties and dangers Horsburgh and his fellow soldiers were facing.

In September 1900, he wrote with bitterness:

Two of the chaps who were shot were in my division, and I was out scouting with both, who received bullets in the back of their head. Poor fellows, it is hard to see the way they are buried, everything is left on them and they are wrapped up in a blanket with overcoat and helmet on top, then lowered into a hole about three foot deep. The service is read by the officer in command. One of our chaps named Duggan, a fine fellow who lived in Brisbane, and who was in my division, was shot whilst out scouting. He, with two others and self were sent to examine a pass between two kopjes. When half way through, Duggan, who was ahead of us, was fired on. His horse immediately wheeled round and set off. We did not know our senses for a few seconds. When we came around we found the Boers were pelting (shooting) at us something terrible. Poor Duggan did not go more than ten yards when he fell from his horse ... He must have been shot dead. We caught his horse and galloped until we were out of range of their fire, and glad we had made our escape, but sorry to see our mate go down without firing a shot. We could not recover his body so there he lay until next morning, the Red Cross brigade going out and finding him with all his belongings taken from him but his drawers and singlet. Just think of those wretches taking his belongings ... I have seen all the Maryborough boys, Charlie Holme, Jack Rawson and others ... All our kit-bags have been captured with three of the officers and a sergeant, besides privates, while on their way in the train from Kroonstad to Pretoria. This is hard luck, we had a lot of things, all our clothes and a lot of Mick's tobacco being with them ... Any amount of white flags are flying at the (Boer) farmhouses, but we take no notice unless they can show a pass that they are loyal and have given up their arms. If they cannot we take their belongings, root up their farm and burn down their house. This is the only way to deal with these wretches, for if you are not careful, as soon as your back is turned, they will up with a rifle and shoot you ... If I had my way with them I would burn down and root up every farm we came across ... the first and second contingents are with us, which we are glad of. The column with convoy which we were out with must have been 18 to 20 miles long. Just fancy, from Maryborough to Pinalba.<sup>31</sup>

The next two men to return to Maryborough from the front were Troopers T. Warner and C. O'Brien in December 1900. Warner had formed a part of the second contingent and O'Brien the fourth. Both men had been invalided home. Warner after catching influenza and then rheumatism, and O'Brien suffering an eye complaint. The troopers were received enthusiastically. O'Brien later stated - with considerable humility - that had they known what kind of reception awaited them in Maryborough, they would have, 'trekked across country to avoid it.'<sup>32</sup>



At 6.30 p.m. on Tuesday 22 January, 1901, Queen Victoria died peacefully in her sleep at her favourite residence, Osborne House on the Isle of Wight, and Maryborough, overnight, slipped on a mantle of profound mourning. Flags were flown at half mast, church bells tolled mournfully. Newspapers reported that the Queen, whose mind had been degenerating for months, had finally died because of the pressures of the war.<sup>33</sup>

Yet the war dragged on and in ones and twos the Maryborough troopers returned home. Troopers Herbert Missing and Peter Knudson arrived in February 1901. They too were treated to a civic reception - although the reception was delayed because of the Queen's death - and while many Maryborough people attended, it was a relatively quiet affair.<sup>34</sup> Herbert Missing later became a timber contractor supplying piles and girders for the Queensland Railways and for many jetties and piers throughout Queensland. He was one of seventeen Queensland Boer War veterans invited to attend the coronation of King Edward VII in 1901. The troopers were supposed to have been in London for only six weeks but owing to the King's illness they were forced to wait for three months. Herbert Missing died on Sunday 23 September, 1956.<sup>35</sup>

In March 1901 Colin Rankin and Trooper Johnson returned to Maryborough. They were treated to a banquet at which Rankin was presented with a silver mounted major's sword. The *Maryborough Chronicle* reported:

It has two scabbards, one of steel and one of leather. The blade and a plate on the leather scabbard bears the inscription: 'Presented to Major C.D.W Rankin, officer commanding 2nd Regiment Q.D.F. (Queensland Defence Force), by the inhabitants of Howard on his return from the Boer War, 30th March, 1901.'<sup>36</sup>

Trooper Johnson received a matchbox (probably of sterling silver), and gold medal with the 2nd Regiment's crest and motto on one side and an inscription similar to that of Rankin's sword on the other. Rankin soon afterwards stated:

It is extremely difficult to express one's feelings on an occasion like this. The many kind things you have said about me, and above all this handsome sword which you have thought fit to present me, make the task of replying very hard ... the sword, which indeed is a handsome weapon, will be treasured by me as a priceless heirloom marking my first return from active service.<sup>37</sup>

Like his father before him, Rankin was later to become a leading member of Wide Bay society. He served during the Great War and was chairman of the Burrum District Coal Board from its inception until his death. He died aged seventy-one at Brisbane on Saturday 2 November, 1940.<sup>38</sup>

Meanwhile, many of the men still at the front in South Africa were experiencing some of the heaviest and bloodiest fighting of the campaigns. Trooper George Turner Horsburgh, writing to his father George Horsburgh on 7 June, 1901, stated: 'Since last writing to you I must say I have been in some very tight corners, for we have been fighting every day, and I am quite satisfied that the war is far from being over. The Boers will hang out for a long time yet.'<sup>39</sup>

Horsburgh went on to describe the intense fighting which had taken place at Standerton and Bethal, giving details of the casualties and engagements, adding:

The Boers treated the wounded anything but fair, for they stripped them of everything, at the same time putting on the stolen clothes and throwing them their own, as a master would throw a dog some meat, or much worse. The poor wounded fellows could just raise themselves to get the clothes thrown them, but could not put them on, so badly were the pains coming from the wounds. With one chap they took from his pockets some £11, and you can form an idea of an infantry soldier who received 1/3d per day, what a saving this was to him to send home to his wife and children. He implored the Boer to give it back, but his only answer was, 'I'll put a bullet through you first.' Can these wretches be human? ... Amongst the wounded was an English minister who was shot in the thigh by an explosive bullet which shattered the bone and which caused him to lose his leg. Whilst lying on the veldt wounded, two Boers came up to him and pulled off his boots, causing him no end of pain ... Well that night, we buried the dead by the light of a lantern ... It's a true saying and I've learned that there's no place like home. You can expect me home by the middle of July.<sup>40</sup>

But the war rolled on for a further twelve months. The peace agreement was eventually signed in Pretoria in June 1902, and when news of the agreement reached Australia it was a cause of great celebration. The *Maryborough Chronicle* reported: 'The peal of bells rang out and flags were everywhere hoisted. It has been decided in consequence of the peace that tomorrow shall be observed as a public holiday throughout Queensland.'<sup>41</sup>

George Turner Horsburgh survived the war and returned to Maryborough as he had promised his father in his letter. However, he did not survive for long. He died in 1912 largely as a result of the privations he had suffered in South Africa.<sup>42</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Forty-seven.

1. M/C. 23 January, 1861, p 2.
2. M/C. 21 February, 1861, p 2.
3. M/C. 15 August, 1861, p 2.
4. M/C. 2 July, 1960, p 2.
5. M/C. *ibid.*
6. M/C. 28 February, 1959, p 2, and M/C. 2 July, 1960, p 2.
7. M/C. 2 July, 1960, p 2.
8. M/C. 19 January, 1900.
9. M/C. 4 November, 1940, p 5 and M/C. 26 November, 1971, p 12.
10. M/C. 11 January, 1900.
11. M/C. *ibid.*
12. M/C. *ibid.*
13. M/C. 13 January, 1900.
14. M/C. 12 January, 1900.
15. M/C. 13 January, 1900.
16. M/C. *ibid.*
17. M/C. 15 January, 1900.
18. M/C. 24 January, 1900.
19. M/C. 12 February, 1900.
20. M/C. *ibid.*
21. M/C. 1 March, 1900.
22. M/C. 2 March, 1900.
23. M/C. 8 April, 1900.
24. M/C. 30 May, 1900.
25. M/C. 31 May, 1900.
26. M/C. 8 June, 1900.
27. M/C. 8 August, 1900.
28. M/C. 5 September, 1900.
29. M/C. *ibid.*
30. M/C. 6 September, 1900.
31. M/C. 15 September, 1900.
32. M/C. 17 December, 1900.
33. M/C. 19 February, 1901.
34. M/C. 8 February, 1901.
35. M/C. 25 September, 1956, p 3.
36. M/C. 4 November, 1940, p 5.
37. M/C. 23 March, 1901.
38. M/C. 4 November, 1940, p 5.
39. M/C. 20 July, 1901.
40. M/C. *ibid.*
41. M/C. 3 June, 1902.
42. M/C. 2 August, 1952, p 2.

## Chapter Forty-eight.

### Plague at Maryborough.

When bubonic plague broke out in New Caledonia in 1899 it seemed to the Australian public in general that there was little to be concerned about. However, shortly afterwards several people, South Sea Island labourers from that region, brought the plague with them to Sydney, and the Australian press was filled with strident warnings. In Queensland moves were quickly established to have all ships which had travelled from New Caledonia to be placed under quarantine for a period of fourteen days.<sup>1</sup> At the same time the public was warned of the dangers of the plague and to look for symptoms. The *Maryborough Chronicle* reported:

The bubonic plague is a very malignant kind of contagious fever prevailing at certain times and places epidemically. It is characterised by buboes, or swellings of the lymphatic glands, by carbuncles and petechiae ... it is the most destructive of all known epidemics. Barely less than 60, it is said, sometimes 90 per cent of those attacked, die. It has often been known to carry off half the population of a town or district in which it prevails, and even to root out whole families so that no survivor remains ... Good nursing, good nourishment, free stimulation and early opening of the buboes are helpful. Yershin's inoculation with prepared serum proved useful in the Bombay epidemic of 1896-98, the last serious outbreak of the plague. There can be no doubt that it is a highly infectious disease and that the infection may be conveyed by clothes, bedding etc, as well as by direct contact with the sick. In all epidemics it has been, of course, observed that the unhealthy conditions produced by poverty and filth are extremely favourable to the disease.<sup>2</sup>

Two months later that indefatigable Maryborough public commentator Justitia wrote a scathing article for the press, castigating the 'powers that be' for the unmentionable filth which was accumulating at certain places within the town. With almost chilling powers of premonition, Justitia warned of the dangers if such problems were not immediately seen to.

In order to realise my meaning let any person possessed of healthy olfactory organs but take a walk upon one of these warm tropical nights across the footbridge which spans the open sewer, (popularly named a creek), which divides the Gardens, and if he can withstand the foetid miasma arising therefrom for five consecutive minutes, he is in a position to be dubbed an immune candidate - Bubonic Honours. Whilst everything else connected with these gardens receives the most scrupulous attention, this stinking ditch of abomination ever remains ... a death's head at the feast of the senses, its dank, sedgy banks acting as reservoirs for the unutterable filth of the town ... Why the powers-that-be allow people to occupy that house upon piles right over the plague spot is a mystery that has puzzled me and others for years. Maryborough, from a sanitary point of view, may look pretty well by daylight, but that there is something fearfully wrong about the subterranean part of the business will be disgustingly evident at half a dozen points. A town in which you instinctively hold your breath every hundred yards during an evening ramble can scarcely be looked upon as a comfortable abiding place when the dreadful bubonic is known to be in Sydney ... If it is true as we read that the Bubonic most readily catches hold in insanitary surroundings, and is communicated to man per medium of such vermin vehicles as fleas, flies, rats etc, then of a surety is Maryborough in a perilous way ... At the present time there seems to be a perfect plague of flies in certain portions of both town and suburbs, and it is a suggestive fact in connection therewith that almost invariably some shop will be found in these infested parts in which vegetables, cabbages especially, are sold, and the waste portions afterwards allowed to decay upon the premises. The smell of decaying vegetation as you pass some of these places is abominable, and, sad to say, the filthy practice is by no means confined to Chinese quarters either. To get an idea of the danger to be apprehended from rats, it is but necessary to look through the porthole of a steamer lying at any of our wharves at low water when an expanse of mud is laid bare by the receding tide. The filthy rodents swarm there, literally by the thousands.<sup>3</sup>

There seems little doubt that Justitia was profoundly anti-Chinese, seeing in those people a squalid, deplorable race who, according to Justitia, were largely responsible for the lack of hygiene and the risks of plague in Maryborough. It was well known at the time that the Chinese often used their own excrement to fertilize their crops. Justitia later wrote:

It is presumable that nothing can be done by way of preventing the disgusting and short-sighted policy of many well-to-do people in our midst - women are the principal offenders - who, despite all warnings, persist in buying their vegetables from Chinese gardeners and hawkers. Had these ladies but the same opportunities as the writer has had of seeing by what methods these trotting heathens grow their succulent vegetables, ripen their fruit, and cut their fish, I rather suspect



they would be induced to deal with white growers afterwards, or forever go without ... (I) fail to see the necessity for anyone consuming Chinese vegetable horrors. I am unwilling, however, to conclude without giving the 'heathen' their due, and it may be of passing interest to purchasing ladies to learn that bananas, eaten after being carefully ripened beneath an opium-soaked Chinaman's mattress are of high repute ... as a cure for insomnia ... I have undoubted authority, obtained from an eye witness in fact, for stating that it is the practice in certain places to throw all the rotten, maggoty and unsaleable fruit into open boxes in the back yard, possibly with the object of removal later. There is always, however, the off chance that such a troublesome preceding will be rendered unnecessary, as the young urchins of the town are found to act the willing part of scavengers, and may be seen actually fighting like young vultures that they are, over the pick of the festering mass.<sup>4</sup>

The warning signs were daily becoming more prevalent. In Sydney the plague was worsening. By 20 March that year, (1900), eighty-two people had contracted the disease and eight had died. Queensland had instigated an inoculation campaign against those most at risk, but the serum was almost as deadly as the disease. For example, even the Queensland bacteriologist, after being inoculated, became seriously ill.<sup>5</sup>

In Maryborough, moves were rapidly being made to deal with a plague outbreak should one occur. The council purchased the site of the once thriving Dundathu sawmill village - for £450 - and began converting the buildings into a plague hospital and quarantine station. Even as the modifications were being made, in May 1900, the *Chronicle* sent a reporter to investigate the measures.

The gang of men sent down by the Council have been hard at work since last Thursday, and as a result the old office of the settlement has been fitted up for the immediate reception of the patients. The building has been limewashed within and without, after being first thoroughly cleansed of the dirt that had been allowed to accumulate in it. The wardsman's room adjoins on the room containing the cots, and is connected with the town by telephone. A third room in the same building is also in readiness to receive cots, should occasion require it. All three rooms are well fitted with doors and windows ... the rooms now show no sign of the filthy state in which they were found. The hospital is finely situated high on the river bank, and has the full benefit of the breeze from the river. Yesterday the men were busy in making a track down to the boat landing, now in course of construction. A flagpole has been raised above the hospital on which the quarantine flag will be flown in the event of the cots being utilized.<sup>6</sup>

At the same time the government health officer in Maryborough, Doctor John Alexander Cairns Penny - the man who was to play such an important role in the coming plague outbreak - was busy inspecting all vessels arriving at the port and it seemed likely that this one task alone would soon consume his entire working time.<sup>7</sup>

By July 1900 the modifications and additions to the plague hospital and quarantine station at Dundathu had been completed and an inspection party consisting of the mayor, Alderman J. Norman, six aldermen, the town clerk, Mr K. Miller, Dr J.C. Robertson, the council health officer, and several council employees inspected the site.

The old sawmill site, once rank with weeds, its buildings in a sorry state of disrepair, had been completely transformed. Many of the old buildings had been demolished. The residence of the sawmill owner, J. Sim had been converted into an office, and wards had been incorporated into several others. The large chimney stack of the sawmill and the smaller chimneys of the dwelling houses were still standing, '...as so many tombstones, tall and gaunt-like in appearance, the remnant of the once thriving and widely known village.'<sup>8</sup>

Accommodation had been provided for attendants, nurses and servants, and a fumigating chamber, comprised of three rooms, had been erected. One room was to be used for undressing, the centre room for bathing and fumigating, and the third for dressing. The entire building had been carefully designed to ensure full fumigation, the centre chamber being doubly lined. Next to this building was another new construction which was to act as the hospital laundry. A kitchen had been constructed well away from the other buildings in order that contamination of food did not become a problem. At the rear of the kitchen were the nurses' quarters with a large verandah on the front. The nurse in charge, Nurse Duncan, had been given a separate sitting room and bedroom. On the walls of these rooms she had hung photographs of Queen Victoria and Baden Powell - the defender of Mafeking. Journalists who accompanied the inspection party later remarked that the appearance of the hospital and the entire centre was aesthetic and clinical. They claimed that the only error seemed to have been in whitewashing the walls rather than painting them, as the stiff breeze which blew from the river tended to carry the whitewash off the wall in large flakes.<sup>9</sup>



Drainage had been a particularly tricky problem for the designers of the complex, contaminated water could not be allowed to wash into the river and so a four-hundred gallons iron tank set in bricks had been constructed. Beneath the tank was a large furnace. One of the reporters later stated: 'This is the germ destructor, and has been erected alongside the old chimney stack of the mill which has also come in useful in this direction. The liquid water when run into the tank is boiled so that all the germs and disease are killed, and it is then emptied into the river. The centre flue is an incinerator to dry the excreta which will afterwards be burnt in the furnace and the other flue will burn the patients' clothes and other things likely to carry infection.'<sup>10</sup>

In Maryborough, plans were under way to dispose of night-soil - there being no sewerage systems then operating in the town - by the introduction of a new system, a night-soil incinerator. Prior to the introduction of an incinerator all night-soil collected within the town had to be buried. By November 1901 a small incinerator had been erected near the race-course and Doctor Burnett Ham, the Brisbane-based health commissioner, paid a visit to Maryborough to inspect the installation and also to inspect the quarantine station at Dundathu. After the inspection, which took place on 20 November, 1901, Ham stated that he was happy with the installations and consideration was given to the addition of a second furnace for the incinerator.<sup>11</sup>

By May the following year it was clearly evident that the plague was moving closer to Maryborough, increasing cases in Brisbane were causing great alarm. Dr Burnett Ham sent a circular to all the municipal authorities under his control, emphasizing the importance of cleanliness and adding that if individual premises were not kept in a clean and hygienic condition then the Department of Public Health would quickly prosecute. The *Maryborough Chronicle* cautioned:

The plague is far more serious than anyone seems to realise, and too much cannot be made of the intense danger which every citizen is running. It is pointed out that since the present outbreak there have been sixty-seven cases to date, of which fifty cases have occurred within the municipality of Brisbane. Plague is a dirt disease and is spread through the agency of rats. The most important things to be attempted at the present time are the promotion of cleansing of all premises, the abatement and prevention of nuisances, and the extermination of rats everywhere ... It is to be regretted that, to a great extent, a feeling seems to prevail amongst the people themselves that individual action is not necessary. Where that feeling exists and the local authority is lax there can be only one result. It cannot be too strongly impressed upon all householders that even small collections of rubbish about the house or yard will attract rats, especially now that they are being systematically hunted down.<sup>12</sup>

Over the following two years the various small plague outbreaks in the country were little more than inconveniences. For example, early in 1904, after another case had been reported in Brisbane, New South Wales health authorities banned the importation of all Queensland produce. Shortly afterwards, in March that year when a case was reported in Sydney, Dr Ham at first advised that no produce from New South Wales would be allowed into the state but soon afterwards changed his mind and said that some produce could be imported into Queensland although all bags would have to be fumigated. Still banned, however, were all fodders and grains, (except flour), green vegetables and salt.<sup>13</sup>

And then, just three months later, 3 June, 1904, came the first ominous signs that plague may have reached Maryborough, when a Chinese man was taken by the Ambulance Transport Brigade to the Maryborough hospital. The patient was suffering from an illness which, according to an early diagnosis, may have been the plague. The man died shortly after admission but hospital authorities stated that he may have died from phlebitis, an inflammation of a vein which can result in a clot forming in the pulmonary artery and which often leads to the fatal disease pulmonary embolism - the prime cause of embolism in the lungs. Doctors thought that the man may also have been suffering from adenitis, a glandular complaint. Combined, these two complaints may have produced symptoms similar to bubonic plague.<sup>14</sup>

A few days later, however, 8 June, 1904, came official acknowledgement that the case was indeed plague. The *Maryborough Chronicle* reported:

This is the first case of plague that has occurred in Maryborough since the disease first made its appearance in Australia some four or five years ago, and there is reason to believe that the man brought the disease with him from Bundaberg, whence he arrived in Maryborough last Thursday week. On the death of the Chinaman the cause was certified to be phlebitis and adenitis, but the Government Medical Officer, Dr Penny, having a strong suspicion that the primary cause was plague, acted on that assumption and took the utmost precautions.<sup>15</sup>

The precautions ordered by Dr Penny included the fumigation of the house in which the man had been ill, the disinfecting of his clothes, and the fumigation of the isolation ward at the hospital where he had died. All

material which may have come into contact with the patient was burnt. The following Saturday a post-mortem examination was made and sections of viscera were sent to the government bacteriologist, Mr C.J. Pound, who soon afterwards announced the definite presence of plague bacteria in the samples. The body of the Chinese man was then taken to the Maryborough cemetery where it was buried in quicklime. A special rat catching team was dispatched from Brisbane, several local men were employed as rat catchers and householders were again encouraged to keep their premises clean and rat free.<sup>16</sup>

Not much more could be done. Soon afterwards large numbers of sick rats were seen at various locations in the town, but this was no cause for alarm as it was generally thought that these were the result of the public generally spreading rat poison.<sup>17</sup>

Rumours of other cases spread quickly around the town, health officers inspected a large number of premises, one shop in Adelaide Street belonging to a Chinese merchant was fumigated. All vessels arriving at the Maryborough wharves were ordered to berth not less than four feet from the wharves. They were instructed to place rat baffles on their mooring ropes and each vessel had to be fumigated for six hours. At the same time another suspicious death was reported, this time the man was George Connell, aged 21, a well known Wallaroo footballer, who had been living with his parents in Unity Street. Soon after he had become ill he had been taken to the hospital but all efforts to save him had proved unsuccessful.<sup>18</sup>

A few days later, 13 June, another man, John Rillie, a baker in Adelaide Street, was taken ill with plague symptoms and Dr Penny immediately placed him in the hospital's isolation ward. The bakery was isolated, Rillie's fellow workers placed in quarantine, and police were stationed at the front and back of the building to ensure that they remained within the building. Arrangements were made to provide Rillie's customers from another bakery, all Rillie's delivery carts were fumigated before they could be used for these deliveries. Two nurses, specialists in the care of plague patients, were sent from Brisbane. Rillie was kept in the isolation ward because, according to Dr Penny, it was too dangerous to send him down to the plague hospital at Dundathu. Dr Ham in Brisbane was asked if he could ask the Immigration Department for the use of the now almost obsolete immigration depot as a temporary plague hospital. Meanwhile, the *Maryborough Chronicle* called for calm. 'Although the outbreak of plague, if two cases may be regarded as such, is deplorable, we hope that calm vigilance will take the place of alarm, and we have no doubt that if all ordinary precautions are taken, the town will soon be clean again.'<sup>19</sup>

The following day the first plague nurse, Nurse Muirhead, arrived on the early morning train from the plague hospital at Colmslie, however, because of some confusion she was taken immediately to Dundathu, and then had to be brought back to the general hospital. The second plague specialist, Nurse Englehardt, arrived on the afternoon train, and both nurses took over the care of the single remaining plague victim from Wardsman Page who had been tending to Rillie.<sup>20</sup> There was also a general feeling of disapproval that the two plague patients had been sent to the general hospital where they may have infected other people, and it was decided that in future anyone found to have suspected plague symptoms would simply be kept in isolation in their own homes. Why the Dundathu centre was not used at this time is cause for some conjecture. Certainly it was a considerable distance from Maryborough and the difficulties of transporting plague victims to the centre were not insubstantial, however, large sums of money had been spent on the complex and the reason why it was so far from Maryborough was exactly the reason why it had been chosen as a preferred site. The farther the infection could be kept from the general public, the safer it would have been. Despite this, Dundathu was considered as being of little use. The *Maryborough Chronicle* reported:

Dr Penny wired to Dr Ham on Monday night to ascertain whether Dundathu (sic) was to be used, or a more suitable place obtained in town, the (immigration) depot being suggested. The Police Magistrate, Mr Vaughan, who is custodian of the depot, received a telegram yesterday from the Immigration Department that the depot had been granted. Dr Penny also received advice from Dr Ham and instructed him to get the necessary furnishings from Dundathu for the Depot. Dr Penny visited the Depot and found it in a filthy condition, and was informed by the caretaker that it was infested with rats.<sup>21</sup>

Despite this, Penny went ahead with his preparations to move John Rillie to the 'rat-infested' depot. He ordered that the depot be cleaned and instructed the rat-catching gang to do their best to have all the vermin killed before the patient was moved in. Meanwhile there was much concern among the Maryborough public that the depot was to be used as a plague hospital when a perfectly good centre existed at Dundathu. Even as Penny was arranging to have the depot cleaned, a petition signed by a large number of Maryborough residents protesting against the use of the depot as a plague centre, was presented to the mayor.<sup>22</sup>

The petition was, soon afterwards, adopted by the council, and council members instructed Dr Penny to wire Dr Ham in support of the petition. However, on the same day, Ham answered by sending a wire to the town clerk. His message stated: 'Not the slightest danger to the public in using the Immigration Depot. Have ordered preparations to continue. Minister approves.'<sup>23</sup> At the same time Dr Penny also received a message from Ham instructing him to continue with his work in converting the depot into a plague hospital. Local doctors were asked their opinion and they all stated that the depot was ideal, as did Nurse Muirhead, who assured the mayor that, '...there was no danger to the public from the proximity of plague patients who were treated in premises from which the public were excluded.'<sup>24</sup> The mayor issued a statement meant to calm public fears. The *Maryborough Chronicle* reported:

There is a consensus of opinion that Dundathu plague hospital, although equipped for the purpose, is most inconvenient and unsuitable, especially so if there are but two or three cases to be dealt with. Dundathu was selected in the early days of the outbreak of plague in the State when panic notions prevailed and it was thought that plague stricken people should be conveyed far away from the town. But experience in other places has shown that this and other methods such as the quarantining of contacts for long periods to be unnecessary ... there is also the fact that Dundathu was selected at a time when it was felt that it would probably never be needed, and therefore it did not matter much if it was a considerable distance from town.<sup>25</sup>

John Rillie recovered from the plague and Maryborough was to be free of the disease for almost a year. However, when it finally returned in May 1905, it came in its most terrible and deadly form.

To understand the dangers involved in the 1905 outbreak, it is necessary to give a brief description of the two varieties of plague, bubonic and pneumonic.

Before the discovery of streptomycin in 1943, the words 'plague', or 'Black Death' were guaranteed to strike fear into the hearts of any who heard them. The plague begins simply, as an infection in rodents, but under certain environmental conditions it also affects man, transferring itself through the bite of plague-infected fleas after they desert the rat's carcass. This strain of the disease is known as bubonic plague and although it had a mortality rate in excess of 60 per cent, it is deemed mild compared with its far deadlier and more complex form - pneumonic plague. This is the more advanced strain of the disease which affects the lungs and kills within three or four days. The average mortality rate for pneumonic plague is 99 per cent.

Pneumonic plague is not spread by fleas but moves from host to host on tiny particles of expectoration. A sneeze from an infected person would almost certainly be a death sentence for anyone in close proximity.

At the turn of the century there were few doctors in Australia experienced with the symptoms and control of pneumonic plague. Unfortunately, during the outbreak which was due to occur at Maryborough, there was ineptitude, lax quarantine restrictions and poor medical advice.

There is no doubt that many of the city's buildings were, at this time, in sorry states of disrepair. One butcher's shop had been closed by the health authorities on several occasions because outbreaks of typhus had been traced to the premises.

What followed was a sequence of events dogged by misfortune, cloaked in secrecy and steeped in inefficiency. Only eight people were to die, yet had the disease spread it could have caused an epidemic of massive proportions which may well have killed tens of thousands across Australia.

In 1905 a small block of land on the corner of Sussex and Pallas Streets Maryborough was occupied by a tiny cottage belonging to John Bartholomew. The cottage was rented to a wharf worker, Richard O'Connell and his family.

O'Connell was something of a drunkard. His wife had died approximately eighteen months previously leaving O'Connell to raise seven children.<sup>26</sup>

John O'Connell was the eldest boy. He worked as a clerk in a warehouse near the river. His sister Kate was about a year older. The other children included James, fifteen years of age, Ritchie, ten, May, nine, Ellen, seven, and Mary (also reported as Johanna) who was just three and a half years.

The family lived in abject poverty. What little money the father earned at his work was soon spent on alcohol. The children were reduced to scavenging for food from garbage tips. They relied on the generosity of neighbours and when produce shop owners tipped rotten fruit and vegetables into the open drains leading to the city's



sewers, the children scampered after the rubbish. To them it *was* food. They were often chased from the area. There was talk that children should not be allowed to live in such conditions, but nothing was done, the era of welfare work had not yet arrived.<sup>27</sup>

For the O'Connell children the sewer was a place where they played. They were ragged, unkempt, filthy, hungry and degraded. The cottage in which they lived was very small and cramped. Most of the family slept on the floor, discarded sacking was used as bedding, the house was a haunt for rats, mice and cockroaches.



*Dr. Crawford Robertson.*  
Copyright, *The Medical Journal of Australia*, 1966 1:  
427-436. Reprinted with permission.

On Empire Day, 24 May, 1905, Doctor Crawford Robertson, an Edinburgh University educated general practitioner, was called to the family cottage to treat the eldest boy John, who had been ill for five days. The family could not afford a doctor's call and hoping that the boy would recover from whatever was troubling him they had delayed as long as possible before summoning Robertson.

John was seventeen years and four months of age at this time, his occupation was later described on his death certificate as 'clerk'.<sup>28</sup> His symptoms were classic - pneumonic manifestations but without distinct enlargements of the lymphatic gland. There were severe abdominal pains, copious sputum, vomiting and headaches. At the time dengue fever was in epidemic proportions in the city and as the symptoms of pneumonic plague and dengue fever are similar, Robertson incorrectly diagnosed dengue fever as being the cause of John's illness. He left the house, promising to return within forty-eight hours.<sup>29</sup>

It was the first mistake in a long sequence of tragedies. That night John's illness worsened. Kate, the eldest sister, hurried for help to a neighbour's house, the home of Mrs Letetia Edwards and her husband Edmund. Mrs Edwards came to the tiny cottage and did what she could to nurse the sick boy. However, she soon realized that the young man was dying. She comforted and soothed him, but by dawn he was dead.

Early that morning a friend of the family arrived at the home, a woman who was later referred to in the local press as Miss 'S'. Discovering the tragedy, she helped Mrs Edwards to lay out John's corpse. She also kissed the dead boy in a gesture of farewell. This kiss was later to become known throughout a frightened and paranoid city as, 'the kiss of death'.<sup>30</sup>

At this time Richard O'Connell, the father, was drunk and roaming the wharf area. The children were taken to the home of Mrs Edwards and returned to the cottage that night. John's corpse was still lying on its bed of filthy sacking and several of the children crept onto the bed beside the cold body of their dead brother. They slept there for the entire night. For these children it was the beginning of the end.

John's corpse was eventually taken away by the city's health authorities and buried in a pauper's grave. The grave can still be seen in the Maryborough cemetery, a simple plot covered with grass. The only indication of the grave is a cast-iron peg inscribed with the number - F1069.

The cause of John's death was given on his death certificate as 'dengue fever, broncho pneumonia syncope'.<sup>31</sup> John had remained unburied for thirty-six hours because the family could not afford the funeral expenses.<sup>32</sup>

On day five of the outbreak, 28 May, the same doctor, Crawford Robertson, was again called to the small family home. Four other children had developed symptoms similar to those of John's before his death. Robertson was now becoming a little suspicious. There had been a few cases of bubonic plague at Childers just two weeks earlier.



James and Ellen were very ill, although the eldest girl Kate, and her sister May were not quite as sick. Upon instructions from the general practitioner the four children were taken immediately to the Maryborough hospital. The two remaining children, Ritchie and Mary, were sent to the home of the mysterious Miss S., later identified as Miss Schafer.

That night Mrs Edwards, the friendly neighbour who had assisted in laying out John's corpse, also became ill with the same symptoms. Another medical practitioner, Doctor Grahame P. Dixon, was called in.

Two doctors and all the nurses and patients at the Maryborough hospital were now at risk and still no accurate diagnosis had been made. The following day the two remaining children were taken from Miss Schafer and also placed in the hospital as they too had fallen ill.<sup>33</sup>

One of the nurses who immediately volunteered to care for the children was Rose Adelaide Wiles, known affectionately as Nurse Adela. Rose Adelaide was born at Mittagong, New South Wales, and was the daughter of Mary Ann and Reverend Charles Wiles, a Methodist minister.

On day eight of the outbreak, Wednesday 31 May, the tragedy deepened. Ellen and James O'Connell's condition had been steadily worsening during the previous two days. Within hours of each other the two children died. Shortly afterwards Mrs Edwards, still in her sick bed at home, also passed away. So far four people had died under somewhat suspicious medical circumstances. Doctor Dixon refused to give a death certificate for Mrs Edwards until he could carry out a post-mortem to ascertain the exact cause of death.<sup>34</sup>

However, fearing the worst, Dixon and the superintendent of the Maryborough hospital, Doctor Lee Garde, reported the cases to the mayor, William Dawson, as suspicious, and probably plague. Extremely concerned at the ramifications of this statement, Dawson contacted Doctor Burnett Ham, the commissioner of public health in Brisbane, requesting permission to carry out a post-mortem examination on Mrs Edwards. The telegram stated: 'Boy and girl died at hospital. Woman who attended also died, all of broncho-pneumonia after three days' illness. Two sisters and one boy still ill in hospital, suspicious, want post-mortem examination.'<sup>35</sup>

Ham answered: 'Take all precautions, isolate cases and contacts as far as possible. Send specimens of organs here for examination. Will send my health officer if symptoms still suspicious. Wire me progress today.'<sup>36</sup>

By now the hospital had sent for further nursing assistance to care for the children. One of the nurses to be summoned by letter was Cecelia Elizabeth Bauer.

Cecelia Bauer was born at Tinana on 22 April, 1883, the second eldest in a family of ten. She commenced her nursing service at the Maryborough hospital in 1902, passing all her examinations, and had only three months' ward duty to complete before her course was finished. When the letter summoning her to duty arrived at her home she was enjoying a holiday with her family. Her thoughts were filled with her impending marriage to William Hastings. The marriage was scheduled to take place eight weeks later.<sup>37</sup>

The following day a cautious first account of the possibility of plague appeared in the local newspaper. It was the first indication the public was to receive of the dread disease in their midst. 'A very disquieting report got about town yesterday that an outbreak of plague had occurred in town, but at present there does not appear to be anything alarming from a public health point of view.'<sup>38</sup>

At this time the regulations laid down in the Cemetery Act of 1865 stated that no funeral would be allowed to take place (except under circumstances of the most urgent nature), without a death certificate which was to be delivered to the sexton of the cemetery before the funeral procession was allowed to enter the gates.<sup>39</sup>

The post-mortem on the body of Mrs Edwards was arranged for 11 a.m. but when Doctor Dixon and the government medical officer, Doctor J.A. Cairns Penny, arrived at the Edwards' home to collect the body, they discovered that the corpse had already been interred less than an hour previously.<sup>40</sup> It is, perhaps, interesting to note that neither of these doctors could have read the newspapers that morning, as the *Maryborough Chronicle* clearly reported that Mrs Edwards was to be buried that day.<sup>41</sup>

The sexton of the Maryborough cemetery, Nicholas Hansen, admitted during the course of the subsequent enquiry that bodies were frequently buried without a death certificate. He required only verbal confirmation from the undertaker to ensure that all was in order.<sup>42</sup> Frustrated, the two doctors returned to the hospital to report by cable to their superiors in Brisbane.



*Left: Dr G.P. Dixon.*  
Copyright, The Medical  
Journal of Australia, 1966  
1: 427-436. Reprinted with  
permission.



*Right: Dr Cairns Penny.*  
Copyright, The Medical  
Journal of Australia, 1966  
1: 427-436. Reprinted with  
permission.

Meanwhile, the nurses caring for the children - and the patients themselves - were now semi-isolated in their own ward. Members of their families were not allowed near, although it seems that other nursing and medical staff were given free access to the ward.<sup>43</sup>

The following day Ritchie O'Connell died and his infected body was taken to the hospital morgue. Alarmed at what might be happening in Maryborough, the commissioner of public health in Brisbane sent the government plague specialist, Doctor Baxter Tyrie, to supervise the isolation and to inspect the city.<sup>44</sup>

Shortly after his arrival by train, Tyrie inspected the O'Connell family home. What he found there was both frightening and pathetic. The floorboards and walls of the dwelling were covered with stale vomit, sputum and other bodily secretions of the dead children.<sup>45</sup> The small hovel was indescribably filthy, the sacking used as beds was strewn over the floors. Mice and rat droppings were on the kitchen tables and chairs and the smell was overpowering. Baxter Tyrie spent only a very short time at the cottage. Upon his departure he proclaimed: 'Plague or no plague, this house must be burnt down.'<sup>46</sup>

On the evening of the tenth day, Friday 2 June, Baxter Tyrie and Cairns Penny carried out the first post-mortem on the body of Ritchie O'Connell. What they found confirmed their worst fears. Tests would still have to be conducted by the pathology laboratory in Brisbane, but the corpse now revealed all the indications of pneumonic plague.<sup>47</sup>

Sections of viscera were packaged and delivered by Cairns Penny to the post office for urgent despatch to Brisbane. However, another inexcusable blunder was about to occur. Cairns Penny was almost an hour too late in getting the parcel to the post office. The mail bag had officially closed for the day and the doctor was informed that the human plague-infected remains would have to wait until the following day. Cairns Penny protested vehemently, pointing out that while the sections of viscera were languishing in a postal niche in Maryborough, further deaths could be occurring at the hospital and elsewhere. Finally the post master, Steven O'Brien, relented and the parcel left Maryborough that night. However, whether by design or accident, the samples were sent by ordinary post rather than the far quicker 'package' method, and instead of the results of the tests being cabled from Brisbane the following day, it was to be a further four and a half days before the suspicion of plague was officially confirmed. It was an unforgivable delay during which time the plague was spreading.<sup>48</sup>

At this point Tyrie also examined the surviving children and two of them, Kate and May, who were showing some signs of recovery, were sent to the immigration centre, which, as we have seen, had been converted into a plague hospital.

Day eleven arrived, it was now 3 June, and news of the deaths was spreading around the city. Mrs Edwards' home was fumigated, her clothing and bedding burnt. Doctor Tyrie and several council officers inspected the city, butchers' shops and produce stores were carefully checked. One shop was immediately condemned and ordered to be pulled down. The rat catching gang were goaded into further efforts and placed under the command of the inspector for health.<sup>49</sup>

In the hospital, the youngest child, Mary O'Connell, now died, she was just three and a half years' old and the sixth victim of the plague outbreak. Like her brother before her, she too was taken to the hospital morgue and a post-mortem carried out on her body. Again the results were indicative of plague yet still no confirmation had been received from Brisbane.

At 3 p.m. exactly the fire-brigade arrived at the O'Connell cottage with instructions to burn it down. A large crowd had gathered to watch the spectacle, some reports said that half the population of the city had turned out to witness the event.



*John David Ruhle (centre) superintendent of the Maryborough fire brigade at the time of the plague outbreak.*  
Courtesy Craigie and Jean Ruhle.

The fire-brigade superintendent, John David Ruhle, used kerosene in an attempt to burn the old building, splashing the volatile fuel in through the kitchen window and throwing through a flaming firebrand. Much to the amusement of the crowd, on three consecutive occasions the flames died down, the rotten timber floorboards were so saturated with the secretions of the children that they would not ignite. Finally, after collecting faggots from several neighbours' wood-piles and heaping them against the door of the cottage, the flames eventually caught at the timbers and within minutes the house was engulfed. Half an hour later nothing was left of the building but a few steaming stumps as the brigade hosed down.<sup>50</sup>

As the gloom of impending nightfall descended over the city, so the plague worsened. Cecelia Bauer, who had been almost constantly with the children from the onset of the plague, finally showed the first signs of illness.<sup>51</sup>

Sunday 4 June was uneventful, the city waited for further news of the plague. The newspapers had publicized the need for cleanliness and



*Staff and fire-fighting appliances at the front of the fire station in Adelaide Street, now the site of the Commonwealth Bank. Source - Maryborough, Wide Bay and Burnett Historical Society.*



everywhere people were burning rubbish, destroying rats and mice and washing the streets. One casual observer remarked that Maryborough was: 'Redolent of Sodom and Gomorrah, with its veil of smoke from dozens of rubbish fires, and the mingled odours of sulphur, carbolic acid, chloride of lime and other disinfectants.'<sup>52</sup>

On the fourteenth day of the outbreak, Monday 5 June, the second nurse, Adelaide Wiles, developed plague symptoms. Nurse Cecelia Bauer was still very ill, her condition worsening each hour. A further case was reported, this time it was the daughter of a local shop owner, Miss Copp. She was rushed to the temporary plague hospital at the depot. It now became obvious that more specialized personnel were needed and Doctor Tyrie sent to Brisbane for another two experienced nurses from the plague hospital at Colmslie. Until these two nurses arrived the plague ward had still not been placed in complete isolation. Various members of the hospital staff were allowed in and out at will. However, the families of the two stricken nurses could only watch and wait from a distance.<sup>53</sup>

In the sick ward the two infected nurses would not allow the Colmslie nurses near them. According to Doctor P.A. Earnshaw's paper later published in the *Medical Journal of Australia*, the nurses stated: 'Do not come near us, for we are as sick as the children were before they died.'<sup>54</sup>

The *Maryborough Chronicle's* version of this event is slightly different. The newspaper reported:



Left: Cecelia Bauer.  
Source - Nena Howard.



Right: Rose Adelaide Wiles.  
Courtesy Mavis Wiles.

The Colmslie nurses did all they could for the Maryborough nurses in their last terrible illness, knowing all the time how hopeless it was. The sick nurses pleaded with the Colmslie girls to keep away in case they too caught it, for they said: 'We know how dangerous it is, and we are just as ill as the children were.'<sup>55</sup>

At 8 o'clock the following morning Nurse Cecelia Bauer died, she was just twenty-two years of age. It was day fourteen of the outbreak and the pathology reports had still not confirmed that the disease was, in fact, pneumonic plague. Later in the day Doctor Wilton Love finally arrived from the Brisbane pathology department. He brought with him the long-awaited confirmation that the sickness was indeed pneumonic plague - two full weeks after the first victim's illness and the incorrect diagnosis made by Crawford Robertson.<sup>56</sup>

Doctor Love, a highly trained and practical man, was shocked by what he found. In his report he was later to state:

There was unnecessary communication with the sick room by other nurses and the matron. No respirators or overalls were being worn. The nets of the beds were not drawn, and no sheets soaked in disinfectant used. The Colmslie nurses soon put this to order, but as the other nurses had been unduly exposed to the infection. I ordered all of them, including the medical superintendent, the matron and the wards-man, to have injected 20 cc's of Yershin's serum.<sup>57</sup>



Left: William Dawson.  
Source - Maryborough,  
Wide Bay and Burnett  
Historical Society.



Right: Dr Wilton Love.  
Source - John Oxley  
Library print number  
83248.

The public now began to understand the terrible threat which hovered over them, and a person signing himself simply as: 'A Townsman', wrote a scathing letter of condemnation to the editor of the *Maryborough Chronicle*.

Everyone is most anxious to obtain official and, presumably, reliable information but so far no bulletins have been made public and people are hourly becoming more and more anxious. Why all this secrecy? If we have the plague or any other virulent sickness in our midst we are entitled to the full information ... The townspeople have an unapproachable right to demand that information ... Secrecy breeds suspicion ... In calling attention to this matter of secrecy in connection with the epidemic presently in our town, I have not beaten about the bush or tried to blaze a wrong trail, but have simply endeavoured to point out the absolute necessity of the town being provided with every possible reliable information available. Take down the shutters of secrecy and let daylight in upon our present ignorance.<sup>58</sup>

By now, of course, the authorities could not disguise the fact that one of the attendant nurses had died. Cecelia Bauer's funeral cortege left the hospital morgue at 2.45 on the afternoon of the fifteenth day of the outbreak. In requiem, one of her close friends wrote of her: 'During her short life, she laboured with skill and patience ... her noble calling gave play to qualities equally noble, and if the virtues of patience, gentleness, sympathy in suffering, alertness in danger, and tactfulness in all situations calling for that quality still count to the credit of their possessor, then all those and many more adorned the character of Nurse Bauer to an eminent degree.'<sup>59</sup>

At a meeting of the health committee, held at the council chambers on 8 June, Doctor Tyrie advised the members that the rat catching gang was killing a large number of rodents and that orders had been given for the destruction of a produce store in Richmond Street. He added that another wooden building in Kent Street would be condemned because of rat infestation and general dilapidation.<sup>60</sup>

After being severely reprimanded by the cemetery trustees for his indiscretion concerning the death certificates, the sexton of the Maryborough cemetery was now only too anxious to display his efficiency. He ordered that Cecelia's grave be dug far away from the main cemetery area, below the paupers' graves, and that the grave be significantly deeper than the usual six feet. He also stipulated that the coffin - after being lowered into the grave - be smothered with the contents of several bags of lime.<sup>61</sup>

Monday 12 June, 1905, was the twentieth day of the plague outbreak. Maryborough was still reeling with the news of Cecelia's death. The city was quiet, very few people moved about, most people remained at home for fear of catching the dread disease. There were rumours and counter-rumours and these intensified when news came that a third nurse at the hospital had fallen ill. Then, as though to compound this blow, Nurse Adelaide Wiles died, the tragedy was deepening daily.<sup>62</sup> In the presence of the mayor, William Dawson, several aldermen and some family and friends, Adelaide Wiles was taken to the cemetery and buried with undue haste. The sexton repeated his rather unorthodox burial methods and the nurse's coffin was also buried deeply, and in lime.



*The grave of Rose Adelaide Wiles, her body was buried deeply and in lime.*  
Source - author's collection.



*The grave of Cecelia Elizabeth Bauer. Also buried deeply and in lime.*  
Source - author's collection.

At the memorial service for Adelaide Wiles, Reverend J.D. Martin stated: 'We glorify the soldier, who, amid the excitement of battle, rushed to his death, but the bravery of the soldier on the battlefield was an insignificant thing compared to the quiet heroism of those, who, in the presence of a deadly disease, and with the knowledge that they themselves may fall victim to it, went steadfastly on with their appointed tasks.'<sup>63</sup>

Another rat catching gang was hastily imported from Brisbane, men who were experts at catching and killing the rodents. The government medical officer's salary was increased from £10 to £35 per annum to ensure that everything was done to clean up the plague.<sup>64</sup> Questions were asked at hostile council meetings. Why had the blackened body of John O'Connell been allowed to remain in the cottage for thirty-six hours without burial? Why was the hastily prepared plague hospital situated in the very centre of city, therefore increasing public risk of infection? Why were there so many rats in the sewers? Was there any truth to the rumour that the children had been eating 'speckled' fruit from the sewers before falling ill? Why had it taken so long for official confirmation of the plague virus to come from the pathology department in Brisbane? Should the post-master be dismissed for sending the specimens by ordinary post instead of 'package' mail? Why had the sexton of the Maryborough cemetery been burying bodies without death certificates? And lastly, why were there no strict quarantine measures enforced at the plague ward?

By now it was evident that a public enquiry was called for, and under pressure from both the public and his own aldermen, the mayor asked Doctor Ham to conduct such an investigation.

Further highly trained staff had arrived from the plague hospital in Colmslie. These people were dressed in special waterproofed overalls, complete with goggles, respirators and rubber gloves. The doctors were fortunate enough to have life insurance policies, however, the nurses were considered expendable and were not covered by this insurance. Remaining staff members were now inoculated with Yershin's serum and the quarantine restrictions were tightened. The Colmslie nurses were required to live, eat and sleep in the same ward as the sole remaining patient, Nurse Sprague. The other three patients were confined at the separate plague hospital in the centre of city.<sup>65</sup>

Among the people of Maryborough various stories were circulating concerning how the outbreak had started. Many rats had been caught by the rat catching gang and after examination it was revealed that some of them were indeed infected with plague. It was true that several of the children had been eating fruit taken from the sewers, but another popular theory was also being discussed.

About a week prior to the outbreak a freighter from Hong Kong had tied up at one of the Mary River wharfs. Richard O'Connell, the father of the dead children, had allegedly taken sacking discarded from the freighter home with him. This sacking had been used on John O'Connell's bed. John had been the first to die.



Plague was rampant in Hong Kong at the time and outbreaks of plague in ports visited by ships from Hong Kong were not infrequent. From January to November 1904 there were five hundred and five recorded plague cases on the Hong Kong peninsula, four hundred and ninety of which proved fatal. Brisbane was also experiencing outbreaks of bubonic plague, the disease being brought by freighters from Hong Kong. Just four months prior to Maryborough's outbreak of pneumonic plague, Brisbane was employing fifty rat catchers in the sewers and a youth who was working in a warehouse unwrapping Chinese matting (called Ban Ban) which had been recently imported from Hong Kong, also caught the less deadly bubonic virus. The disease quickly spread to several other people in the vicinity. In one week almost seven hundred rats were destroyed, many of them plague infected.

The 'kiss of death' was also a much feared rumour in Maryborough at the time. Miss Schafer, the friend who had helped lay out John's body after death and who had subsequently kissed the corpse, was incorrectly rumoured to be spreading the disease. The city was poised in the grip of fear, waiting for the next victim to fall.

On the twenty-second day of the plague outbreak the official enquiry was held by Doctor Ham in the council chambers. Those present included the mayor, William Dawson, Doctor Crawford Robertson and two members of the health committee.

Each phase of the sequence of events was tabled and scrutinized. The mysterious Miss 'S', was now positively identified as Miss Schafer and was called upon to give evidence.<sup>66</sup> She was the closest friend of the family and remarkably, had survived unscathed. Her statement clearly blamed the rotten fruit.

The children were in the habit of picking up fruit thrown about the streets and especially near the sewer at the rear of the shop where John worked. All had been eating speckled fruit brought home by John. May, Jim and Ritchie were eating raw sweet potato on Sunday 28th of May when I went there, (the cottage). I took Jim, Ritchie and Mary to my home on the Sunday as Kate, Nellie and May had been sent to the hospital and there was no one to mind them. Mary was vomiting all night and Jim and Ritchie had terrible pains in the chest and head. I lay alongside the two boys on the bed with Mary in my arms.<sup>67</sup>

By now the surviving two children were well enough to make statements. From her hospital bed, Kate stated: 'Neither I nor May ate raw sweet potato from the sewer before we took ill, but all the others did, even Mary, the baby.'<sup>68</sup>

The reports continued to be conflicting and the outcome of the enquiry was inconclusive. Shortly afterwards the newspapers headlined: 'The Plague Outbreak. Who is to blame?'<sup>69</sup>

There were many in the city who by now regarded the first doctor at the scene to be responsible for the spread of the disease, but the doctor in question, Crawford Robertson, refuted this, claiming that the disease is difficult to diagnose.

On day twenty-four, Friday 16 June, the third nurse, Nurse Sprague, had sufficiently recovered and was discharged. Other nurses at the hospital were removed to Pinalba where they could recover their strength after working ceaselessly for the previous three weeks. No further cases of plague were reported in the city or at the hospital, and after some consideration the hospital was taken out of quarantine.<sup>70</sup>

It seemed that the outbreak had been successfully stopped, however, mopping up operations continued. In subsequent weeks more inspections of the city were made, hundreds of rats were destroyed, seven buildings were condemned and pulled down. From July to October, minutes of the Maryborough council meetings reveal that over a thousand rats were destroyed, many of them plague infected. Fortunately there were no further outbreaks.<sup>71</sup>

The father of the O'Connell children, Richard O'Connell, eventually went to live with a woman in a boarding house, stating that he could no longer look after his two surviving children.<sup>72</sup> In June that year he made a claim on the council for compensation for the loss he sustained owing to the destruction of his home.<sup>73</sup>

After her release from hospital May O'Connell was found wandering the streets of the city and was taken into police custody. At her court hearing she was *sentenced* to six years at the Nudgee Industrial School - by which time she would have learned a factory trade and be old enough to support herself.<sup>74</sup> Her elder sister, Kate, had little option. She wished to be close to May and so went with her to Brisbane. By this time the events of the previous few weeks in Maryborough were well known throughout the state, and those who had participated, specially the surviving children and the people who had nursed the sick, were considered to be celebrities.

Upon returning to Brisbane two of the nurses took the two surviving children with them. The *Maryborough Chronicle* reported:

The nurses brought the two children left from the plague-stricken family to Brisbane with them, and, as the trains passed through the stations, the people pressed to the carriage door to see the nurses and their charges. Poor children, happier and more comfortable than they have been for many a long day!<sup>75</sup>

After May had been placed into the industrial school Kate found employment as a domestic at the Brisbane Convent. Upon returning to the Colmslie hospital the specially trained nurses were regarded as heroines. Yet little was ever mentioned of the bravery of those Maryborough nurses who refused to leave the bedsides of the children.

Cecelia Elizabeth Bauer and Rose Adelaide Wiles gave their lives in the service of nursing, and apart from a small fountain erected to their memory on the city hall green they have never been recognized for doing so. In later years the matron of the Maryborough hospital, Matron Tolmie, stated that at the time of the outbreak all of the nurses had been frightened, but not one flinched from doing the duties allotted to her.<sup>76</sup>

After the plague outbreak Reverend Charles Wiles, Cecelia's father, wrote to the hospital board in order to officially acknowledge and thank the board for their sympathy. He donated five guineas, a not inconsiderable sum in those days, with the request that the minutes and annual report recorded the statement: 'In memory of my dearly beloved daughter, Rose Adelaide, who fell at her place of duty on June 12th of pneumonic plague, contracted while ministering to pneumonic plague patients in the Hospital. She gave Herself.'

Finally, Cecelia's fiancé, William Hastings, arranged for a marble headstone to be imported from Italy, however, the first one to arrive was broken in transit. Another was ordered and installed at the site of the nurse's grave. Hastings then left Maryborough and travelled to America where he was allegedly killed in a working accident.<sup>77</sup>

This outbreak is popularly believed to have been Australia's only outbreak of pneumonic plague, but this is certainly not accurate. In 1906 the *Sydney Daily Telegraph* reported three other pneumonic cases which had occurred that year in Sydney - all of which had ended fatally.<sup>78</sup> In November 1921 another outbreak occurred in Brisbane and at least one of the victims was found to be infected with the pneumonic variety.<sup>79</sup> The following year official figures revealed that there had been one case of septicaemic plague in Brisbane and two cases of pneumonic plague, both victims were females, one dying in November and the other in December 1922.<sup>80</sup>

Attempts (by this author) to obtain posthumous recognition for the courage of Nurses Wiles and Bauer from the Australian government and from the Queen, have all proved fruitless.

A bursary to commemorate the sacrifice of the two nurses was established in 1966 from contributions made by the Australian Medical Association and the Queensland branch of the Australian Nursing Federation.

Tracing the biographical details of the leading protagonists of this story has also been an interesting exercise.

Dr Crawford Robertson, the first medical practitioner called to the scene of the outbreak, travelled to England in March 1911 and upon his return in December 1912 took rooms in Macquarie Street Sydney where he practiced as a specialist. He died in Sydney in 1966 at the age of about ninety-three years. Also in 1966 a fountain built to commemorate the memory of the two nurses was erected beside the city hall. The opening ceremony was attended by many of the relatives, descendants and friends of the nurses.<sup>81</sup>

Doctor John Alexander Cairns Penny, the government medical officer at Maryborough at the time of the outbreak, was born in Dublin in 1861. He received his medical training in Dublin and was subsequently the resident surgeon at the Richmond hospital in that city. He arrived at Maryborough in 1886 as medical officer for the A.M.P. Society, and finally took over the practice of Doctor O'Conner. He became a first lieutenant in the Maryborough Naval Brigade in 1888 and held that rank until 1910. Doctor Penny's wife died while she was bathing at Pinalba on 3 January, 1916. After this event Doctor Penny's health deteriorated rapidly and his eyesight started to fail. After consultations with a Brisbane specialist, Doctor Penny went to stay with friends at Yenda station in the hope that a quiet country life would help him regain his health. However, his condition only worsened and he died at the Gayndah hospital at 5 p.m. on Wednesday 19 April, 1916.

Doctor Henry Lee Garde, medical superintendent of the Maryborough hospital and resident surgeon, was born in Cork, Ireland in September 1876, the son of Thomas William Garde and Jane Henrietta Lee. He came to Australia with his parents when he was almost two years of age.

Lee Garde died unexpectedly at St Mary's hospital on Sunday 28 June, 1925, at the age of forty-eight years and ten months. His cause of death is listed on his death certificate as 'acute cholecystitis, peritonitis and toxæmia,' after an illness of five days which was followed by heart failure. He was survived by his wife, Margaret Crombie (whom he had married at Toowoomba when she had been twenty-seven years of age), and three children, Mary Lee, Thomas Brian and Andrew Patrick. Doctor G.P. Dixon, who had played such an important role in the plague outbreak, was Garde's medical practitioner at the time of his death. Garde's death certificate was signed by Dixon.<sup>82</sup> Garde's daughter Mary was studying at Sydney University at the time of her father's death and Henry Lee Garde's brother was a prominent solicitor in Toowoomba.

Over the years there has been considerable confusion concerning the relationship between Henry Croker Garde and Henry Lee Garde. Lee Garde has been variously described as Henry Croker's son, half brother or nephew, and some writers have even confused the two men to such an extent that they have been attributed with portions of each other's careers. The confusion is understandable. Both were doctors, both worked as medical officers at the Maryborough hospital, both served as aldermen on the Maryborough council, both were born in Cork, Ireland, and on their death certificates their fathers are listed as Thomas William Garde. In fact, Henry Lee Garde was Henry Croker Garde's half nephew.

Henry Croker Garde's father, Thomas William Garde, married twice, firstly to Eliza Sullivan and later to Sophia Colles. By his first marriage to Eliza, William had one (surviving) son, Henry Croker. By his second marriage to Sophia Lee, William had four children, one of whom was also named Thomas William (and who also became a doctor). Henry Lee was Thomas's son.<sup>83</sup>

William Dawson, mayor of Maryborough at the time of the outbreak, was a highly respected Maryborough resident. He was born at Cleyton-Le Moore, Lancashire, in 1839 and came to Maryborough in 1862. He operated an undertaker's business, reportedly at Dundathu for several years, but also from Maryborough, and was advertising his funeral services (operating from Adelaide Street) on the front page of the *Maryborough Chronicle* in December 1873.<sup>84</sup> He later carried on a bookseller's and stationer's business in Kent Street Maryborough which his sons took over upon his retirement. He was very public-spirited and became mayor of Maryborough on four occasions, the first in 1887, the Jubilee year of Queen Victoria, and again three times in succession, 1905, 1906 and 1907. The following year he was also acting mayor for a long period while the mayor, W.S. Sim was ill. As we shall see in a later chapter, he was a close friend of George Ambrose White, and this close friendship was one of the reasons why White donated £10,000 for the building of the city hall in 1907/8. After his retirement Dawson lived at Pialba for several years until the death of his wife in about 1919, an event which seriously affected his health. He later moved to live with his daughter, Mrs G. Lindley, in Toowoomba, and he died at the age of eighty-four on 23 October, 1922.<sup>85</sup>

Superintendent John David Ruhle, the officer in charge of the Maryborough fire brigade and the person who oversaw the burning down of the O'Connell house, was a colourful and well known character in the Maryborough district. He was born in Brisbane in 1853 and began his career as a driver for a Brisbane produce merchant. He later went into the baking trade, working for a baker in Fortitude Valley. He arrived in Maryborough in 1875 and was reportedly responsible for introducing the first spring van to the town. He started his carrying business in a very small way with just one van and gradually built up the trade with the help of his sons. The business was later described as being the best equipped and managed north of Brisbane.<sup>86</sup> In 1913 Ruhle was advertising his business as a general carrier, customs and forwarding agent based in Ellena Street. The business premises were situated on the site where the Department of Social Security building is now located, next to the Oxford Hotel, Ruhle's private residence was next door to the business in Ellena Street.<sup>87</sup> In this impressive house Ruhle employed several servants, one of whom, in 1913, was brought before the magistrate for stealing money from the household.<sup>88</sup>



*Dr Henry Lee Garde.*  
Reproduced with the permission of  
Graeme Lee Garde.



Ruhle was especially proud of his horses, he bought only the best stock and displayed them each year at the show. He was one of the founding members of the Maryborough fire brigade, joining as a fireman and rising to the rank of superintendent. He successfully ran for council in 1915.

John Ruhle died under somewhat unusual circumstances. At approximately 5 p.m. on Friday 17 March, 1916, he left his home to visit his son Fred Ruhle at Lindah, and was not seen again that evening. The following morning two boys, Leonard McWatters and James S. Gillespie were walking along John Street when they saw the figure of a man lying near a clump of bushes in an adjoining paddock. The boys thought that the man was asleep and went on their way. However, on Sunday afternoon, two days after John Ruhle had gone missing, the boys were again walking in the paddock and saw the same figure lying as it had been the previous morning. They investigated and found that he was dead. The police were called and Inspector Toohey with two other officers arrived, they identified the body which was subsequently taken to the morgue for a post-mortem examination.<sup>89</sup> According to family descendants, J.D. Ruhle had evidently been fond of a drink and it has been reported that at the time of his death he had a bottle of rum in one pocket of his coat and a similar bottle containing ant poison in the other. His death has been reported as being an accident, he had supposedly sipped from the bottle containing ant poison rather than rum. The post-mortem examination was carried out by Doctor Henry Lee Garde on 19 March and the death certificate lists the cause of death as 'arsenic poisoning and suicide,' although there seems to be no evidence to support the theory that Ruhle deliberately took his own life.<sup>90</sup>

Reverend Charles Wiles, father of Rose Adelaide Wiles, was born in Yorkshire in 1837. He received three years' training for the Wesleyan Methodist Church at the Richmond Training College and emigrated to Australia in either 1863 or 1864 and was ordained in Sydney in 1866. He travelled extensively with the church's circuit system, first to Rockhampton for three years, Gympie for another three years, and later to Mittagong, Camden and Wallsend. While at Wallsend he contracted typhoid fever and because of his frail health was subsequently placed on the supernumerary list. He arrived in Maryborough with his family in 1884. He died at Maryborough on Saturday 9 February, 1918.

\*\*\*\*\*

### Sources and Notes for Chapter Forty-eight.

1. M/C. 30 December, 1899.
2. M/C. *ibid.*
3. M/C. 12 February, 1900.
4. M/C. 13 February, 1900.
5. M/C. 20 March, 1900.
6. M/C. 7 May, 1900.
7. M/C. *ibid.*
8. M/C. 28 July, 1900.
9. M/C. *ibid.*
10. M/C. *ibid.*
11. M/C. 21 November, 1901.
12. M/C. 13 May, 1902.
13. M/C. 12 March, 1904.
14. M/C. 4 June, 1904.
15. M/C. 8 June, 1904.
16. M/C. *ibid.*
17. M/C. 9 June, 1904.
18. M/C. 10 June, 1904.
19. M/C. 14 June, 1904.
20. M/C. 15 June, 1904.
21. M/C. *ibid.*
22. M/C. *ibid.*
23. M/C. 16 June, 1904.
24. M/C. *ibid.*
25. M/C. *ibid.*
26. M/C. 28 June, 1905.
27. M/C. 8 July, 1905.
28. Death certificate 8560, issued 30 May, 1905, district registrar's office, Maryborough.
29. M/C. 8 July, 1905.
30. M/C. *ibid.*
31. Death certificate number 8560, issued 30 May, 1905, district registrar's office, Maryborough.
32. M/C. 8 July, 1905.
33. M/C. *ibid.*
34. M/C. *ibid.*
35. M/C. *ibid.*

36. Extract from the commissioner of public health's report following the enquiry held at the council chambers, Maryborough 14 June, 1905. Reprinted in M/C. 8 July, 1905.
37. Author interview with Nena Howard at Maryborough, 1986.
38. M/C. 1 June, 1905
39. Queensland Statutes, Volume 4, Cemeteries Act 1865, pp 23-31 OL.
40. M/C. 8 July, 1905.
41. M/C. 1 June, 1905.
42. M/C. 8 July, 1905.
43. M/C. *ibid.*
44. M/C. 2 June, 1905.
45. M/C. 3 June, 1905.
46. M/C. 5 June, 1905.
47. M/C. 8 July, 1905.
48. M/C. *ibid.*
49. M/C. *ibid.*
50. M/C. *ibid.*
51. M/C. *ibid.*
52. M/C. 5 June, 1905.
53. M/C. 8 July, 1905.
54. Earnshaw, P.A., *Unwept, Unhonoured and Unsung*, *Medical Journal of Australia*, 12 March, 1966, 1:427.
55. M/C. 28 June, 1905.
56. M/C. 8 July, 1905.
57. M/C. *ibid.*
58. M/C. 7 June, 1905.
59. Justitia (who had warned of the outbreak the previous year). M/C. 8 June, 1905.
60. M/C. 9 June, 1905.
61. M/C. 8 July, 1905.
62. M/C. 12 June, 1905.
63. M/C. 22 June, 1905.
64. Minutes of the Maryborough City Council meeting, 13 June, 1905.
65. M/C. 8 July, 1905.
66. M/C. *ibid.*
67. M/C. *ibid.*
68. M/C. *ibid.*
69. M/C. 24 June, 1905.
70. M/C. 16 June, 1905.
71. See specifically, Maryborough City Council minutes, 13 June, 27 June, 11 July, 25 July, 4 August, 24 August, 19 September and 3 October, 1905.
72. M/C. 24 June, 1905.
73. Maryborough City Council minutes, 27 June, 1905.
74. M/C. 24 June, 1905.
75. M/C. 28 June, 1905.
76. From details of bursary, notes supplied by the Maryborough hospital. Matron Tolmie was living in Toowoomba when she made this statement.
77. Author interview with Nena Howard, 1986.
78. M/C. 29 December, 1906.
79. M/C. 7 November, 1921, p 2.
80. M/C. 10 December, 1922, p 5.
81. M/C. 21 March, 1911, 18 December, 1912 and 15 August, 1966.
82. Death certificate of Henry Lee Garde housed at the Maryborough court-house.
83. Death certificates of Henry Croker Garde and Henry Lee Garde, housed in the Maryborough court-house. Further details supplied during an author interview with Henry Lee Garde's grandson, Graeme Garde, now a veterinary surgeon living at Warwick, Queensland. See also, *Toowoomba Chronicle*, 21 September, 1907, and a letter from Dorothy Garde dated 29/8/74 currently in possession of Graeme Garde.
84. M/C. 4 December, 1873, p 1.
85. M/C. 24 October, 1922, p 4.
86. M/C. 20 March, 1916, p 5.
87. M/C. 11 October, 1913.
88. M/C. 3 October, 1913.
89. M/C. 20 March, 1916, p 5.
90. Death certificate, Maryborough court-house and author interview with Craigie Ruhle, J.D. Ruhle's grandson, on 21 December, 1994.

## Chapter Forty-nine.

### The Dreams of George Ambrose White.

One of the most philanthropic residents Maryborough has ever seen was almost certainly George Ambrose White, who lived at Victoria Farm, Tinana.



*George Ambrose White.*

Source - Maryborough, Wide Bay and Burnett  
Historical Society.

White was born in Yorkshire in 1835. He was apprenticed to a farmer and afterwards went to sea, serving before the mast and later rising to quarter-master aboard a ship of the Peninsular and Orient Company. He came to Australia in 1854, arriving at Melbourne. Soon afterwards he travelled to the Victorian goldfields - then recently discovered - but after a few years he returned to farming in Victoria. He came to Maryborough circa 1860 and took up Victoria Farm on the Mary River. He engaged in general farming and fruit growing and was also the founder of Melrose orangery on the Gympie Road, a thirty acre block which he later sub-divided and sold.<sup>1</sup> After gold was discovered at Gympie, White opened up what later became known as White's Gully. For this he was given a government award of £100. George White married Christina Manson of Mt Pleasant Eatonvale Road and took his wife to live with him at Victoria Farm. He built a two storey residence using bricks made on his property. He also used bricks to line three bricked wells on the property, some of which went down to one hundred feet.<sup>2</sup>

White was never a public person, quietly spoken and - as he grew older - suffering delicate health, he nonetheless was consumed by a desire to spend his money where it would do the most good. By 1905 he was seventy years of age. His wife had died in 1897 and he had no children of his own. With his modest fortune made from prudent investments he decided that he would donate a gift of a swimming pool to the people of Maryborough. The concept of this donation is alleged to have come about after the drowning of a young boy, the son of White's friend, William Groundwater of Tinana.

On 29 October, 1899, a boy named George Robinson was in a punt on the banks of the Mary River near the Lamington Bridge. However, the punt was not properly secured to the bank, it drifted into mid-stream and in a panic the boy jumped into the river. Seeing his predicament, his cousin, George Douglas Groundwater, who was known affectionately as Sonny, the eldest son of William Groundwater, jumped into the river in an attempt to rescue the boy. Unfortunately the child was in such a panic that he continually forced his rescuer underwater and Sonny drowned. A week later a public meeting was held in Maryborough and it was decided to erect a monument to the young man at the cemetery. George Ambrose White donated a small sum of money towards its erection.

On 1 November a correspondent to the editor of the *Maryborough Chronicle* wrote:

I was pleased to see by your paper this morning that Mr Fairlie had reminded the Maryborough citizens that it was their duty to recognise, in a practical way, the courageous action of the lad George Groundwater, whose sad death will long be remembered by us all. But we want no dead granite pillar that will be forgotten in a few short months. Give us a live monument - '(an) up-to-date swimming baths.' The time is now most opportune to renew the agitation for this absolute necessity. No parent, with young Groundwater's fate and his memory, could possibly refuse to do



his utmost to help along so deserving a cause, for no-one can contemplate with equanimity a like calamity befalling his or any other family. I sincerely trust that this matter will at once be taken up, and that this summer will mark a record in Maryborough by seeing us with the best monument that could possibly be erected to the memory of George Groundwater, giving the young and old a chance to emulate his great sacrifice.<sup>3</sup>

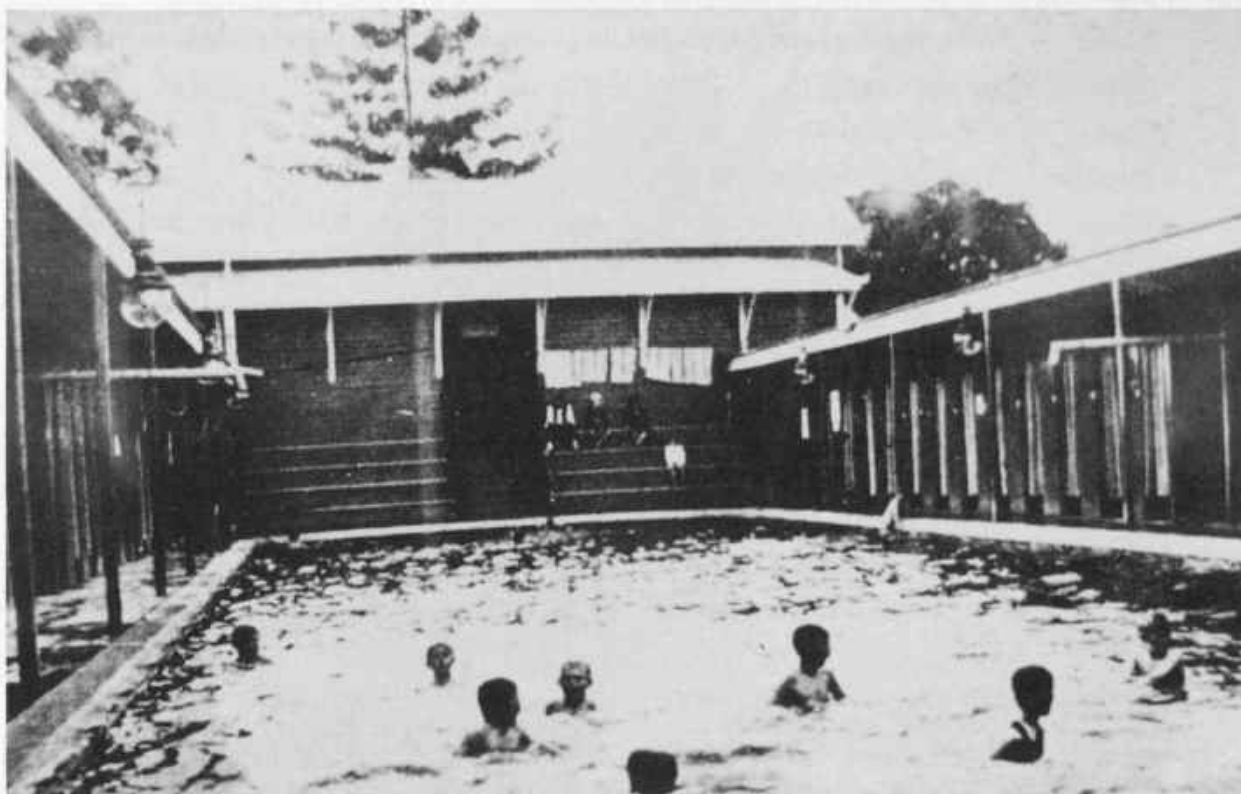
Despite this plea nothing further seems to have been done until 1905 when George Ambrose White decided to donate £1000 towards the building of a public swimming pool where children could safely swim. He later increased this donation to approximately £1400.<sup>4</sup>

The first public swimming pool in Maryborough was a floating baths in the Mary River. This was swept away in the 1890 floods and was so badly damaged that it was never replaced.

George White's task of providing a new safe swimming area was not to prove an easy one. Land had to be found and the supply of water was one of the major problems. Town water could not be used - it was too costly to treat for home consumption for it to be used in a swimming pool. White and the council were reluctant to have river water used, principally for health reasons, so he set about finding artesian water. Paying all the associated costs, White had the first bore sunk on the municipal reserve behind the police station. The bore went down to a considerable depth but only a small amount of water was discovered and the bore was abandoned. White then ordered another bore to be sunk in the gardens, on a knoll abutting Adelaide Street, but this too proved a failure, and finally he was forced to have water pumped from the river - using gas power to do so. Several sites were inspected for the pool and an allotment on the corner of Richmond and Macalister Streets was finally chosen. Several trees, including a magnificent Moreton Bay fig, were cut down before digging could commence. The swimming pool was opened in May 1906 by William Kidston, then state premier. An inscription at the pool read:

1906 Public Baths, the gift of George Ambrose White, Esq., Victoria Farm Tinana, to the citizens of Maryborough and district, subject to one condition only, that school children be admitted free. W. Dawson, Mayor.<sup>5</sup>

The pool was reported to have been one hundred feet long and thirty feet wide. There were forty-six dressing rooms, three showered bathrooms, tiered seats for spectators, and later, even electric lighting for night swimming.<sup>6</sup>



*The original Maryborough swimming baths, a donation of George Ambrose White and a now long vanished monument to the courageous act of George Groundwater. Source - Maryborough, Wide Bay and Burnett Historical Society.*

Even while the baths were being constructed George White approached his friend, the mayor, Alderman William Dawson, with a proposal which was to startle not only the mayor, but most of the people of Maryborough. For many years the city had required a new city hall, the building which then served as the hall was situated opposite the present city hall, on the site of the baby clinic, and was a somewhat flimsy wooden structure in need of repairs and maintenance. This hall had had a somewhat controversial history. Plans for the building were first developed, amid strong public opposition, in 1873, and it was not until a year later that the council made the final decision to have it built. The decision itself was shrouded in secrecy. The *Maryborough Chronicle* led a powerful public attack against its construction, and when it came time to discuss the issue in council and vote on it, news reporters were told to withdraw from the chamber, the blinds were drawn and even the key-holes were blocked up. The hall was finished in June 1874, four months after the contract had been let, but it was not until 1876 that the building was opened for public use. One reason for this was the fact that in July 1874, due to continuous deadlocks between the aldermen, the municipal council was abolished by Governor-in-Council order. The council remained defunct until February 1875.<sup>7</sup>

One of the leading figures behind the move to have the original town hall constructed was Henry Stoward - then mayor of Maryborough. Stoward was an interesting character who had begun his business career in London as a pawnbroker's clerk. He was then fifteen years of age. After his arrival in Australia he worked as a bullock driver, overseer, master butcher, police magistrate, auctioneer and publican. He was mayor of Maryborough from 1867 to 1869 and again in 1873/74. He died at Blayney, New South Wales on 23 March, 1882.

The original town hall was never a particularly popular or aesthetically pleasing building, it was later described as, '...a dowdy, barn-like structure, and one of Maryborough's buildings to which the attention of visitors was never directed.'<sup>8</sup>

According to William Dawson's later statements the conversation between him and Ambrose White concerning the erection of a new city hall (almost always referred to as a town hall, even after Maryborough was proclaimed a city in 1905) was as follows:

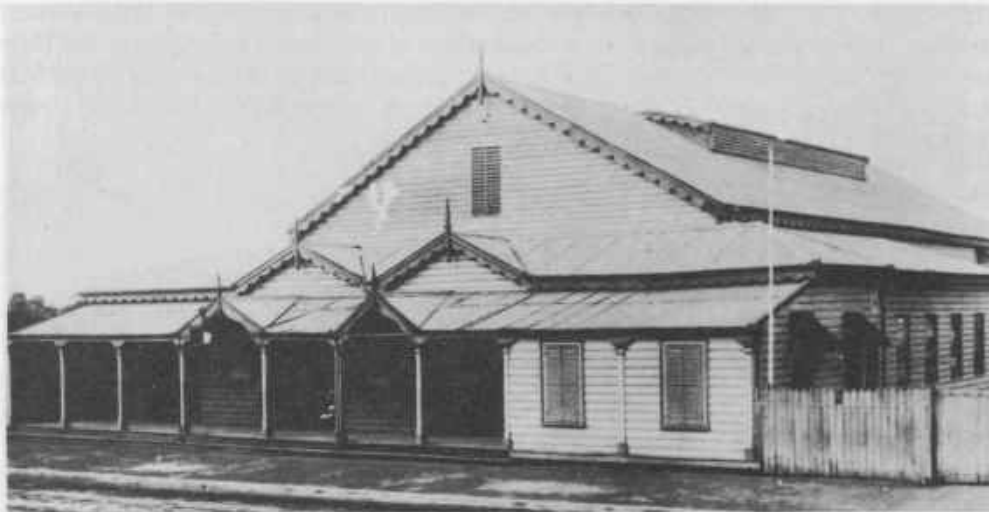
- White:** 'You need a new town hall?'
- Dawson:** 'Yes indeed, but I am afraid we shall long wait.'
- White:** 'How much do you think a town hall would cost?'
- Dawson:** 'Well about £7000 would put up a very fair hall.'
- White:** 'Well supposing I give you £10,000, do you think that would put up a nice town hall?'
- Dawson:** 'Are you mad?'
- White:** 'No I am not mad.'
- Dawson:** 'Then Mr White it must be a joke.'
- White:** 'No, it is no joke. If you can see your way clear to accept £10,000 to erect a suitable town hall, the money will be there.'<sup>9</sup>

William Dawson's son, James Dawson, recalled in 1958 that he had listened to this conversation which had taken place in Dawson's stationery shop.<sup>10</sup>

George White later stated that he wished the baths to be opened before the proposal went to the Maryborough City Council, and so Dawson and White kept the secret largely to themselves, telling just one other person, Alderman A. Dunn, of the offer. Several weeks later, after Premier Kidston had opened the pool, the proposal was placed before a stunned council and quickly accepted.<sup>11</sup> White would raise the £10,000 and in return the council would pay White an annuity of £500 until his death when the hall would pass entirely to the council.<sup>12</sup>

White had made it clear to Dawson and the other members of the council that the £10,000 (actually £10,200), in securities equal to sovereigns was almost the sum total of his life's investments and that the return from this investment was the money on which he lived. Therefore the stipulation of the gift was that the council return five per cent of the gift until White's death. White himself knew that his health was failing and that this would not be a burden to the council for too many years.<sup>13</sup>

In fact White was to live for a further ten years, so council payments for the hall would have amounted to some £5000, half its original cost. It had been White's intention of leaving the money in trust to the council for the purpose of building a city hall, but White and Dawson had been close friends for many years and White wanted the hall to be built while Dawson was still mayor.<sup>14</sup>



*The original town hall ca. 1900 which was situated opposite the city hall on the site of the present administration building.*

**Source - John Oxley Library print number 69045.**

Architects Hall and Dods were engaged to provide the plans, these architects, and specifically Robin S. Dods, worked in consultation with architects from the Premier's Department in Brisbane. Tenders were called and nine responses were received, the contract finally being awarded to Maryborough builders Crystall (also reported as Crystal) and Armstrong. The selection of the site had taken some time and it was eventually decided in council to ask the state government to clear the old police buildings from the green opposite the existing hall. The government agreed and handed the entire block over to the council.<sup>15</sup>

The foundation stone was laid with full Masonic honours by Alderman William Dawson in May 1907, and this event caused considerable controversy. The Masonic Lodge was invited to officially 'Masonically lay' the stone, but none of the other lodges in Maryborough were invited to the ceremony. The Masons stated that unless all other lodges were invited they too would not attend. Finally all the lodges were officially invited and the Masons led the procession. This too sparked dissent, many people believing that the council aldermen should have led the procession. Further controversy was caused because three parliamentary representatives, including Colonel Rankin, were made to sit in the body of the old hall during the preliminary meeting and were not invited to the platform.<sup>16</sup>



*Laying the foundation stone of the city hall 1907. Source - John Oxley Library print number 69046*



The silver trowel used to lay the foundation stone was retained by William Dawson. It subsequently became lost to the city when it was later auctioned along with a number of other items belonging to the Dawson family. It was discovered more than eighty years later in a Clayfield antique dealer's shop. Acting for the Maryborough City Council, antique dealer Barrie Christison of Baddow House purchased the trowel and it was placed on display in a glass case in the city hall.<sup>17</sup>

Following the laying of the foundation stone, work on the new hall, sometimes hampered with heavy rains, proceeded throughout the year. Residents of Maryborough watched the construction with some awe and not a little criticism, both good and bad. However, at 2 p.m. on 17 June, 1908, a large crowd began to gather outside the building. Exactly an hour later a small procession emerged from the old wooden hall directly opposite. This procession was composed of several men including the mayor of Maryborough, W.S. Sim, who had recently succeeded Dawson, George Ambrose White, a representative of Hall and Dods, and Andrew Fisher, former coal miner at Torbanlea and then federal member for Wide Bay, who, just five months later, would become the sixth prime minister of Australia.

To the music of the Maryborough Naval Band the cortege walked across the road, police keeping the spectators at a distance. At the front doors of the new hall the Hall and Dods representative formally handed George White a gold key. White ceremoniously inserted the key, opened the doors and then solemnly passed the key to the mayor, indicating that he was making a gift of the building to the people of Maryborough. Almost a thousand people poured into the hall to listen to the opening speeches. George White was received with a resounding applause but his speech, spoken quietly and unassumingly, could hardly be heard.<sup>18</sup> That night the hall was again packed to listen to various bands in concert. The Maryborough council subsequently commissioned an Italian sculptor to produce a marble medallion portrait of George White which was later erected at the hall.<sup>19</sup>



*Andrew Fisher, former miner at Burrum and Gympie, later prime minister of Australia. (In office on three occasions. 10 November 1908 to 29 April 1909, 13 April 1910 to 24 June 1913 and 5 September 1914 to 27 October 1915). Source - Gympie Historical Society.*

George Ambrose White died at his home, Victoria Farm, at the age of eighty-one years on the morning of 21 November, 1916. His body was taken to the city hall where it lay for a while prior to his funeral. He had resided in Maryborough for about fifty-six years.<sup>20</sup>

The clock and copper dome of the city hall were not a part of the original construction. It was not until January 1935 that the Maryborough council accepted the tender of Horsburghs for the supply of a, 'five bell, weight-driven electrically wound Westminster chimes clock,' for the sum of £850. Walkers' tender for the supply of the copper dome at a cost of £285 was accepted at the same time.<sup>21</sup> The decision to install a clock at the city hall came about following a bequest made by Abraham Churchward who donated a gift of £579 with the stipulation that the money be used to install a chiming and striking clock.<sup>22</sup>

The only time piece which was then keeping time (somewhat erratically) in the vicinity of the business centre was that on the post office tower. However, it was infamously vague and, over the years had become an object of both derision and annoyance for the people of Maryborough. The new mechanism for the city hall clock was built by Synchronome Clock Company and arrived in Maryborough in June 1935.<sup>23</sup>

Several months later it was decided to dismantle the mechanism for the post office clock. The Synchronome Clock Company was again contracted to supervise the work and the company bought the clock's mechanism for £20. (In 1986, in line with the Wharf Street precinct development, the same company, still in existence in Brisbane, was contracted to re-install the post office clock - at a cost of \$23,500).<sup>24</sup>



The city hall with captured World War One gun. Source - Maryborough, Wide Bay and Burnett Historical Society.

The original swimming pool, paid for by George Ambrose White, finally outlived its usefulness when a new Olympic size pool was opened on 16 September, 1961. There was considerable debate concerning what should become of the original pool, some claiming that it would make an ideal mushroom farm generating an income to the council of £100 per week. Other suggestions included the building of a gymnasium and boxing ring on the site, a youth centre, a club room for senior citizens, or a skating rink.<sup>25</sup> In fact, in 1962 the complex was turned over to the Red Cross on a three years' lease and later taken over by the Maryborough Kennel Club.<sup>26</sup> The pool was finally filled in to make a public parking area and the old wooden buildings such as dressing rooms were pulled down. The brick structure which included two rooms, the front steps and a front porch was demolished in 1974.<sup>27</sup> Today, there is no memorial to the heroic actions of George Groundwater.

\*\*\*\*\*

### Sources and Notes for Chapter Forty-nine.

1. M/C. 21 November, 1916, p 5.
2. M/C. 3 September, 1960, p 2.
3. M/C. 1 November, 1899.
4. M/C. 28 March, 1974, p 13.
5. M/C. 21 November, 1916 and M/C. 28 March, 1974, p 13.
6. M/C. 28 March, 1974, p 13 and Lennon, J. *Maryborough and District*, 1924, pp 39-40.
7. M/C. 17 June, 1958, p 1.
8. M/C. *ibid*, p 3.
9. M/C. 18 June, 1908.
10. M/C. 17 June, 1958 p 2.
11. M/C. 18 June, 1908.
12. M/C. 28 November, 1916.
13. M/C. 27 March, 1906.
14. M/C. *ibid*.
15. M/C. 18 June, 1908 and 21 November, 1916.
16. M/C. 17 June, 1958, p 2.
17. M/C. 27 June, 1989, p 3.
18. M/C. 18 June, 1908.
19. M/C. 21 November, 1916.
20. M/C. *ibid*.
21. M/C. 23 January, 1935, p 8.
22. Buettel, *ibid*, pp 108-109.
23. M/C. 26 June, 1935, p 8.
24. M/C. 19 December, 1986, p 1.
25. M/C. 6 July, 1960, p 2.
26. M/C. 9 October, 1962, p 4 and M/C. 28 March, 1974, p 13.
27. M/C. 28 March, 1974, p 13.

## Chapter Fifty.

### Oystermen, and the Mystery of the Missing Light.

The oyster industry in the Maryborough region was spread over a wide area. According to Captain Edward Boulton, the inspector of fisheries in 1901, the oyster beds then extended from the head of Tin Can Bay in the south, to the Burrum River in the north, a distance of approximately one hundred miles.<sup>1</sup> Statistics show that in 1886, the year of the earliest known oyster return for the region, there were seventy-two oyster banks being worked with a revenue return of around £388. Returns over the following years varied, but were generally increasing. Set-backs occurred in 1893 after the great flood when the industry suffered a slump, and it was not until 1900 that the beds began to recover. By 1904 approximately £1816 was being generated annually from the industry.<sup>2</sup>

Historian Andrew Gillam, during an address on 1 June, 1962, remarked:

Back in 1890 and well on into the 1900s, the oyster business was a big thing. There was a big fleet of sailing boats. These carried everything from 10 to 80 bags of oysters. If the wind favoured, at the weekend, a number of them would come right up to town and unload their oysters onto the boats while at the wharves. Others would come partly up the river from the mouth, meet the steamers which would slow down to allow the boats to make fast, and then proceed on her way and unload the oysters at the same time from the oyster boats. Those working the oyster beds in the South Passage would do likewise with their shipping right down as far as Inskip Point, the steamers would never stop to load oysters. There were several Brisbane companies working at and around the River Heads, but I think the bulk of the oyster business was done by Maryborough men with their little shanty towns on both north and south River Heads.<sup>3</sup>

During the heyday of the industry oysters were worth more than £50,000 a year to the Wide Bay region and it gave employment to more than one hundred men. Oysters were being shipped to Sydney, Brisbane, Melbourne, Adelaide and Western Australia at a rate of approximately five hundred bags per week.<sup>4</sup>

The discovery of vast oyster beds in the region stimulated both population and economic growth. Men and their families often travelled long distances to work in the Wide Bay oyster industry. Rentals during the 1870s were £5 for each thirty acres oyster bed. The oystermen included names such as the Leftwich families, 'Shorty' Smith, the Schwarzrocks, Nowitzkes, Steinhardts and Milzewskis. The Leftwich family employed up to sixteen men and on good weeks would ship approximately forty bags of oysters. After wages and other costs each bag would return a profit of £1 - considered a good profit at that time. Oyster pickers worked with the tides, ranging along the banks for four hourly periods at low tide. Little work was done during the winter months while the oysters were spawning. At times oyster fish and oyster worms severely depleted the oyster banks and caused great hardship to many of the oystermen.<sup>5</sup>

Oyster boats could be seen moored on the river bank at the foot of March Street every Friday afternoon. One of the oyster-gatherers was a young man named Luke Riley, whose name is perpetuated by Riley's Rock at the mouth of the Mary River. Sometime during the 1880s the Mary River was plagued by a large shark which locals had named the 'Mary River Monster'. During his work as an oyster gatherer Riley's power as an oarsman had been noticed and he had been persuaded to join the local sculling club. One day he was sculling near the rock which now bears his name when the Mary River Monster attacked his boat, snapping it in two less than a yard from Riley's feet. Riley managed to scramble onto the rock, but as the shark circled and as the tide rose, the young man believed that he had little chance of survival. Fortunately his cries for help were heard by a group of oystermen who quickly rescued him.<sup>6</sup>

Despite incidences such as this, the industry was, by and large, a prosaic one, but there was one occurrence which generally caused a great deal of consternation in Maryborough.

At midnight, 16 January, 1889. Captain Alfred Thomas leaned carefully from the port rail of his bridge and watched the black moonlit waters of the Mary River slide silently past beneath him. The steamer *Polly* was on the final leg of its journey from Rockhampton to Maryborough.

This was to be the skipper's last trip, he was retiring from the sea to take up a position with the Rockhampton harbour authorities. For many years he had plied this same route under contract to the Central Railway, carrying coal from Rockhampton to Maryborough. These were the last few hours of a lifetime at sea, they should have been good hours, memorable ones, instead, they were to be hours of tragedy.



Even as Captain Thomas was leaning from his bridge, a small oyster cutter named the *Morning Star* was leaving a Maryborough wharf on the ebb tide. Its destination was Boonooroo but it was never to complete that journey. Aboard the cutter were three men, Jim Nicholls, aged fifty-two, Andy Neilson, twenty-one, and a young man learning the business named Ernie Daw, he was just fourteen years of age.

Nicholls had been making the rounds of the public houses that night, and when he boarded the *Morning Star* he was half drunk. Unable to be of any real use in managing the boat, the older man had fallen immediately asleep.

Neilson and the boy rowed out into centre stream, they had reached a spot close to Island Plantation when Neilson declared that ebb tide or not, he was too tired to continue rowing and told the young apprentice to ship his oar and to prepare the anchor. Ernie Daw did as he was told. As he brought the anchor up Neilson came forward and threw it overboard. A few minutes later Daw went to his bunk in the fo'c'sle and about ten minutes afterwards Neilson also climbed into his bunk.

Captain Thomas was watching the darkness intently. He knew every inch of the river and soon expected to see a few pin-pricks of light from the township of Maryborough. The time was now 3.45 on the morning of 17 January, 1889. The helmsman, a sailor by the name of Jacob Goldsweer, was also peering into the darkness. The two men stood quietly side by side, the skipper giving occasional orders to adjust their course and speed.

Suddenly a loud smash and the sound of splintering wood came from the general direction of the *Polly's* bows. This was quickly followed by a long scream and then silence. Quickly, the skipper leaned over the side, and saw, to his great concern, the remains of the oyster boat as it rolled in the water, disintegrated and sank. Thomas ordered: 'Full astern,' and called for a lifebuoy to be thrown over the side. As the steamer halted, the captain searched the darkness for survivors. A boat was hastily lowered, a further minute passed, but all was now still, as though the *Morning Star* had never been. Suddenly a head broke the surface of the water. The person began swimming for the river bank and the boat went after him, bringing him back to the *Polly*. It was the young crew member, Ernie Daw.

What occurred in the depths of the Mary River that night was later described by the young apprentice. He had been violently awakened as the *Polly's* bows ploughed into them. Someone had screamed, probably Andy Neilson, and then the boat was rolling over and rapidly sinking. None of the crew had had time to get out, all was darkness and confusion as the boat rolled. Daw could feel himself sinking deeper. He had received no warning of the accident, no time to draw a deep breath, and what little air he had in his lungs was almost gone. He longed to breathe, he struggled to get away, unsure of his position he was hampered by the boat's gear as it floated all around. Ropes caught at his arms, he thought he could feel Neilson struggling close by. Desperately, he lunged upwards, grasping the boat's coaming. Above him there was only darkness and the steady thump of the *Polly's* reciprocating steam engine. Sensing salvation, Daw pushed upwards with all his might, knowing that in another thirty seconds he would be dead. Meanwhile, Jimmy Nicholls had sufficiently recovered from his stupor to realize that death was now very close indeed. However, in the confusion of the sinking he had become hopelessly entangled with loose ropes and netting, and was struggling in the darkness to free himself. He felt Daw close by as the apprentice made his bid for life, Nicholls reached out blindly, his hands went around Daw's ankle, and knowing that this was his last link with life, he grasped it tightly.

Daw felt Nicholls's grip tighten on his leg. He fought it, kicked at it, and finally Nicholls's grasp relaxed. When Daw was brought aboard the *Polly* he was trembling with fright. Captain Thomas asked him how many others were aboard the stricken vessel, gave him warm clothes, and the survivor was placed in the engineer's bunk for the remainder of the night. The *Polly's* crew continued to search the river for survivors, and when none was found, they steamed up river to the port.

A terrible maritime accident had occurred, a valuable boat had been sunk, and two lives were lost, but exactly who was to blame? Was it the captain of the *Polly* for not keeping a proper watch, or was it the fault of the men in the oyster boat? The burning question was, had the oyster boat been carrying a riding light?

Here the evidence of the only survivor becomes confusing. When first rescued and questioned by Captain Thomas, Ernie Daw had stated that he did not know if a riding light had been rigged or not. He later changed this statement saying that a riding light had not been rigged, and that he had remonstrated with Neilson saying that one should be set.

Neilson had allegedly stated that it was not necessary. Daw had then gone to his bunk knowing that a light had not been rigged and that it was unlikely one would be lit. At the subsequent enquiry Daw stated that Nicholls had always placed a light on previous occasions, but was clearly unfit to do so that particular night. We

shall now never know whether or not Neilson relented and did rig a light before going to his bunk. His body was found a few days later lying face upwards on a mud bank, but to recover Nicholls's body a diver had to be sent down to search the wreckage.

At the official enquiry it was decided that a riding light probably had not been placed in the fo'c'sle of the oyster boat, and Captain Thomas was exonerated from all blame.<sup>7</sup>

As we have seen, the 1893 flood severely damaged the oyster breeding grounds causing hardship to many of the oystermen, however, by the turn of the century the oyster banks were again increasing quite dramatically and in 1908 Captain Edward Boulton reported that due to continued good rains which tended to clean the banks, oyster numbers were increasing rapidly. His office was also receiving a steady flow of requests for the granting of oyster licences. In his report that year Boulton had only one complaint, that as the oyster industry was expanding so rapidly over a great area, his little twenty-four foot boat *Gertie* - built in March 1896 at a cost of £98 - was no longer a suitable vessel for carrying him from Maryborough to the oyster banks. He lamented: 'At present my only means of progression from one part of the district to another during the variable and calm weather usually prevailing throughout the winter months being a pair of 18 feet oars, a style of locomotion not only extremely slow and fatiguing, but also unsatisfactory and disheartening and quite inadequate.'<sup>8</sup>

In 1948 Jules L. Tardent stated in a paper to the Royal Geographical Society of Australia:

One of the features of Great Sandy Strait is the huge area of oyster banks, and many years ago I spent a most interesting two weeks on the Moreton Bay Oyster Company's oyster boat *Teebar*, cruising about these banks with old Collie Blow as skipper. In particular, the astronomical quantity of seed oysters stretching for miles has to be seen to be believed.<sup>9</sup>

Despite this growth, the oyster industry slowly diminished and died through the 1920s, and a disease which later swept through the beds signalled the end to the industry.<sup>10</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Fifty.

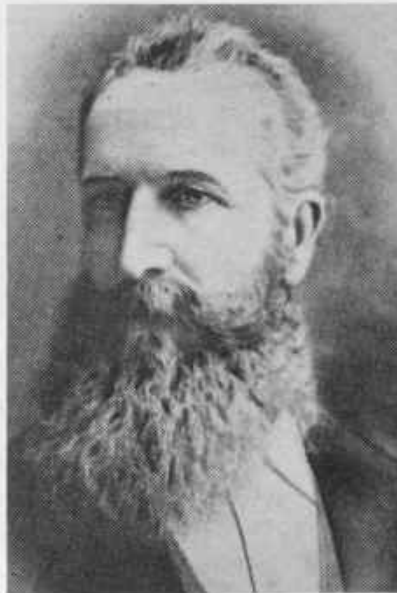
1. M/C. 26 November, 1901.
2. M/C. 9 July, 1904.
3. Maryborough Historical Society file R 7, p 4.
4. M/C. 6 January, 1962, p 2.
5. M/C. *ibid*.
6. M/C. 22 November, 1958, p 2.
7. M/C. 21 January, 1889 p 2, 25 January, 1889, p 2.
8. M/C. 25 March, 1908.
9. Paper delivered to the Royal Geographical Society of Australia (Queensland) in May 1948 by Jules L. Tardent.
10. M/C. 6 January, 1962, p 2.

## Chapter Fifty-one. An Outline History of Walkers.

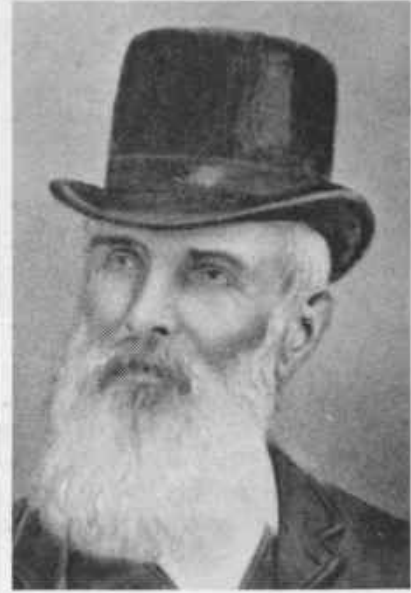
There is little doubt that the engineering firm of Walkers has always been the major industrial centre of Maryborough, a centre which has brought a certain social and economical stability to the city in spite of the many difficulties the company has faced over the years.



*Thomas Braddock.*  
Source - Maryborough, Wide Bay and  
Burnett Historical Society.



*James Ferguson Wood.*  
Source - Maryborough, Wide Bay and  
Burnett Historical Society.



*John Walker.*  
Source - Maryborough, Wide Bay and  
Burnett Historical Society.

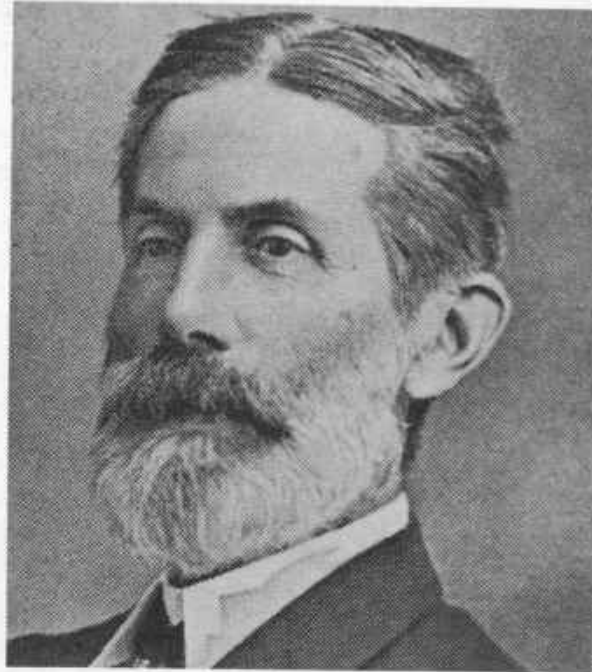
Walkers was initially formed in Ballarat as the result of a collaboration between four men, Thomas Braddock, James F. Wood, John Walker and William Thomas Sandry - although Sandry withdrew from the partnership in November 1867.<sup>1</sup>

John Walker came to Australia from Lancashire in 1865.<sup>2</sup> Braddock was also a Lancashire man, born at Oldham on 19 January, 1836, the son of Robert Braddock, an iron-founder at Oldham. Thomas Braddock was educated at Manchester Grammar School and served an apprenticeship with the engineering company of Platt Brothers and Co., of Oldham. When he was twenty-five years of age he travelled to New Zealand with the intention of returning to England after three years. However, after spending eighteen months in New Zealand he came to Australia and tried his luck on the Snowy River gold diggings. He later moved to the gold-fields at Ballarat where, in 1864, he found work as an engineer in the Essex goldmine.<sup>3</sup>

James Ferguson Wood was born in New York but reportedly went to Scotland when he was 'very young.' He served an apprenticeship as a pattern-maker with the Falkirk ironworks before emigrating to Australia in 1853. He spent several years on the Victorian goldfields and later returned to Melbourne to join the Chamber's foundry, afterwards moving to Ballarat where, in 1864, he, Walker, Sandry and Braddock - drawn together by their mutual engineering experience - decided to combine to form the Union foundry.<sup>4</sup>

Yet these men were skilled only in the practical aspects of their trades, they were engineers at heart and had little knowledge or skills in the world of finance. To overcome this short-coming they attracted an expert in the fields of business and finance, a man named W.F. Harrington.

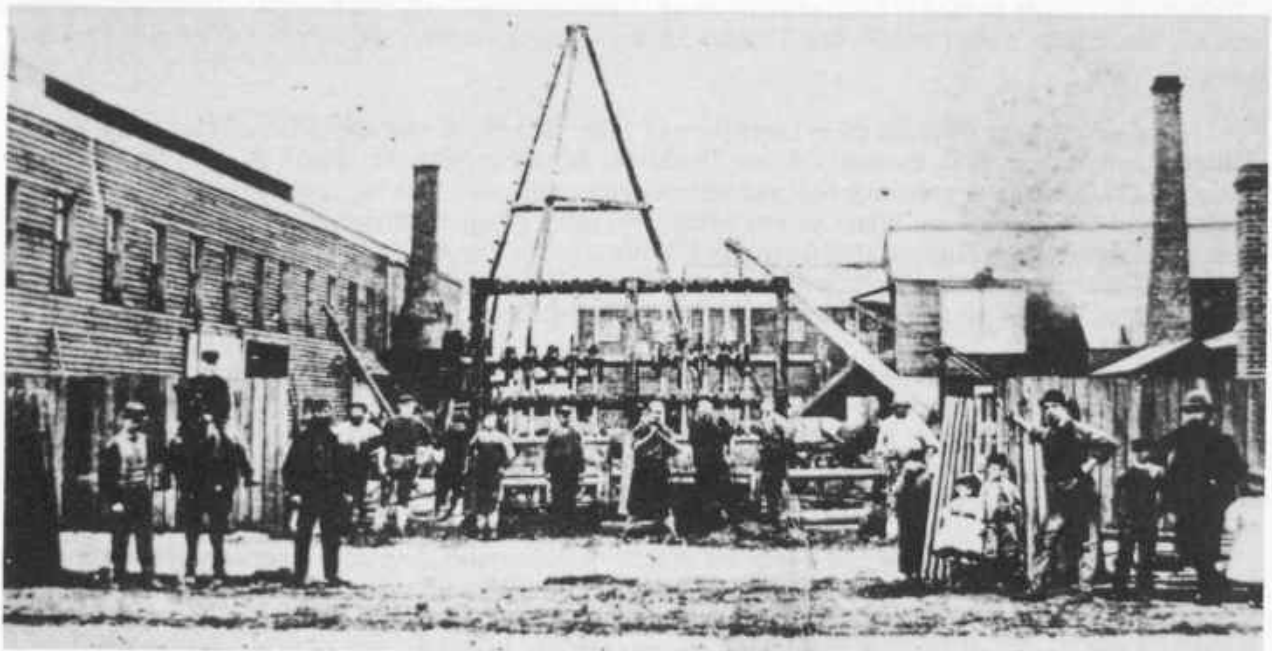




W.F. Harrington.  
Source - Maryborough,  
Wide Bay and Burnett  
Historical Society.

Harrington was born at Kingsland, Roscommon, Ireland, in 1840. He was educated at a private mathematical school and at the age of fifteen years was placed by his parents in the counting house of a prominent mercantile firm in the west of Ireland. He remained with this firm for about nine years, gaining skills in commercial affairs, and when he was about twenty-four years of age he left the company to travel to Australia aboard the ship *Great Victoria*. He landed in Melbourne in September 1864 and immediately accepted a position with a mining agency office at Ballarat. While he was stationed at the gold town he met the partners Braddock, Wood and Walker, who soon afterwards offered him a position as their financial manager.<sup>5</sup>

The subsequent engineering firm established in Drummond Street Ballarat by these men was the largest in Victoria at that time. It boasted the most modern equipment imported from England. Yet as the company grew - evidently with some rapidity - the partners were looking beyond Victoria for opportunities to expand their operations into fresh areas where there would be virtually unlimited potential for an aggressive engineering manufacturing business. These men generally believed that there were two centres which would have such potential, Brisbane and, to a lesser extent, Maryborough. John Walker paid at least one visit to Queensland during the eighteen months or so after the formation of the business. The purpose of his trip was to secure orders for the company. It was primarily due to this visit that the partners were convinced that either



Walkers' Union Foundry Ballarat 1868. Source - Maryborough, Wide Bay and Burnett Historical Society.

Maryborough or Brisbane would be ideal for their proposed expansion. It seems likely that Brisbane was the favoured centre, its growth rate was greater than Maryborough and it was clearly going to be the most densely populated area of the colony. Yet there were shortcomings, the Brisbane River was too shallow to act as a major port without large scale dredging, and so when James Nash discovered gold at Gympie in 1867, John Walker took ship to Maryborough to ascertain whether or not Maryborough would be capable of supporting a branch of the firm.<sup>6</sup> Initially Walker was not impressed with Maryborough and after a cursory survey he booked a return passage aboard the next steamer which, however, was not due to leave for another week. Meanwhile, Henry Palmer, then mayor of Maryborough, sought out Walker and convinced him that because of the Gympie gold-rush, Maryborough would become an important industrial centre in which an engineering firm such as Walkers would flourish.<sup>7</sup>

Walker's report was finally favourable and James Wood soon afterwards travelled to Maryborough to also discover what possibilities there may have been in establishing a branch in the town. Wood was impressed, not only with the obvious demand being generated through the goldfields, but also through the growing interest in sugar production, an interest which, in the long term, would lead to huge sugar mills and a host of other items of machinery allied to the industry. Clearly, there would be a demand for an engineering works in the region.<sup>8</sup>

The advantages of having the engineering works established at Maryborough were enormous. As Gympie expanded, as the alluvial digging gave way to reef mining, so the need for machinery rapidly grew. Mining consortiums required boilers, steam engines, winches and all kinds of retort equipment, and Walkers at Maryborough would be ideally situated to manufacture much of this equipment, sending it by bullock dray and later - after the Maryborough to Gympie rail link was established - by train to the goldfields. (The first sod on this historic rail link was turned on 28 March, 1876, by the governor of Queensland, Sir Arthur Kennedy. The occasion was marked with a very large feast, a bullock was killed and roasted whole at the site where the bowls club now stands facing Kent Street near the High School. Walkers provided the equipment for the roasting, the spit being improvised from a cast iron ore barrel placed horizontally and slowly turned by a steam engine, also provided by Walkers under the supervision of engineer Bill Wilson and an attendant named Elijah Ogden.<sup>9</sup>)

The inaugural casting of Walkers took place on Tuesday 12 January, 1869 in the presence of about thirty Maryborough residents who had been invited for the occasion. The site of the foundry in Bowen Street, on high ground overlooking the swamp, had been specifically chosen by the proprietors for its drainage and the availability of water. The Ballarat foundry had experienced problems during pit castings. These castings had involved a large amount of labour because of the dangers of steam explosions due to the dampness of the soil. The buildings at the Maryborough site included the foundry, work and pattern shops and a smithy, all under one roof and forming a two storey construction one hundred and forty feet in length and thirty-five feet wide. There was also a two storey house of the same height which included offices, a showroom and storeroom.<sup>10</sup> A reporter of the *Maryborough Chronicle*, invited for the inaugural casting, later commented:

In the office, which is a cheerful and roomy apartment, the walls are hung round with pictorial delineations of some of the principal achievements of the firm. We noticed a photograph of the Burke and Wills memorial fountain at Ballarat which was cast at the Union Foundry, and, as a handsome and chaste work of art, reflects great credit on all concerned in its erection. The rest of the ground floor is occupied as a store-room. We observed, amongst other things, two powerful horizontal steam engines ready for shipment at the shortest notice, also spare centrifugals and other engine fittings, a large iron rack filled with bar iron etc. Above the ground floor is the drawing room, containing also stores for engineers' fittings. The plan of a new sugar mill for small proprietors was here pointed out to us.<sup>11</sup>

The correspondent went on to describe the large foundry, fitting and turning shops, boring equipment, a huge lathe, steam-punching and gearing machinery, a steam engine and brass foundry. After the inaugural casting the guests were invited to the office where they were supplied with wine and other refreshments to drink to the future success of the business. At this gathering, Richard. B. Sheridan announced that, '...since he first came to reside in ... (Maryborough), on that very spot where the foundry now stood, he remembered a black-fellow being killed and eaten, not many years ago.'<sup>12</sup>

Those first two or three years were difficult ones for the fledgling company, and despite the orders which were being received from the Gympie region the partners were concerned that the Maryborough venture would not survive for more than a few years. In 1870 Harrington travelled to Maryborough with the option - after consultation with Wood - of closing down the factory. However, Harrington returned to Ballarat and reported that the colony needed time to develop, that local industries were in their infancy and that despite the marginal financial situation he recommended that the branch remain open. In 1872 he again returned to Maryborough with similar instructions from the owners, to check on the situation and, if necessary, to close down the works. However, he was both surprised and delighted to find that the situation was improving, and

his strong recommendations were to keep the factory in operation. He travelled to Mackay, obtaining orders for several mills, and these orders were supplemented by other requests for mills for the Kirkcubbin, Eatonvale and Lindah plantations.<sup>13</sup>

Braddock remained in Ballarat until about 1872 when he joined Wood in Maryborough.<sup>14</sup> The Maryborough operations were expanded and in December 1872 Harrington accepted the offer of a partnership in the company. Harrington travelled to England in 1873 to purchase engineers' tools and other equipment and to secure the services of skilled men for the Maryborough works. While there he chartered several sailing vessels to bring the equipment and men to Maryborough.<sup>15</sup>

At around the same time a half share in the Ballarat company was sold to Hickman and Co., and in 1879 Hickman bought the second half of the business. This move finally cut the company's ties with Ballarat. Walker moved to Maryborough and continued in the business until his retirement in 1881. A.J. Goldsmith, the assistant engineer in the Harbours and Rivers Department in Brisbane, joined the company in the early 1880s.<sup>16</sup> While working for the Harbours Department Goldsmith had been responsible for assisting with the design of the dredge *Saurian*, built and launched by Walkers in 1881 and completed by 1882.<sup>17</sup>

In 1884 the firm was formed into a limited liability company under the name of John Walker and Co., Ltd., which later changed to Walkers Ltd.<sup>18</sup>

Over the years there have been some quite significant achievements made by the company. In addition to supplying the Gympie mines, Walkers have supplied equipment to other operations at Mount Morgan, Clermont, Cloncurry, Chillagoe, Mt Elliott and many more.

With the introduction and development of the sugar industry, Walkers was contracted to manufacture many of the mills which flourished along the eastern seaboard of Australia, they have also built several eighty-four inch mills, reputedly the largest in the world. Complete mills were manufactured for Proserpine, Plane Creek, Bauple, Gin Gin, Mackay and Maryborough. A large number of vessels have been manufactured in the Walkers' shipyards, including the powerful dredges *Saurian* and *Maryborough*, several steam hopper barges, the first three, *Schnapper*, *Dugong* and *Nautilus* being constructed in 1877/78.<sup>19</sup> The engineer responsible for preparing the specifications and plans for many of the vessels constructed through this period was Alfred Joseph Goldsmith. Born in London in 1848 he arrived in Australia with his parents in 1853 and was educated at William Street School Sydney. Between the years 1863 and 1872 he underwent a cadetship with the engineering firm of P.N. Russell and Co. of Sydney, and later worked for the Harbours and Rivers Department before arriving in Queensland in 1874 to take up the position of chief assistant to the chief engineer for the Harbours and Rivers Department. During this time he drew up the specifications for several vessels to be constructed by Walkers, and, as we have seen, later joined the firm. He died in Brisbane on 4 June, 1928.<sup>20</sup>



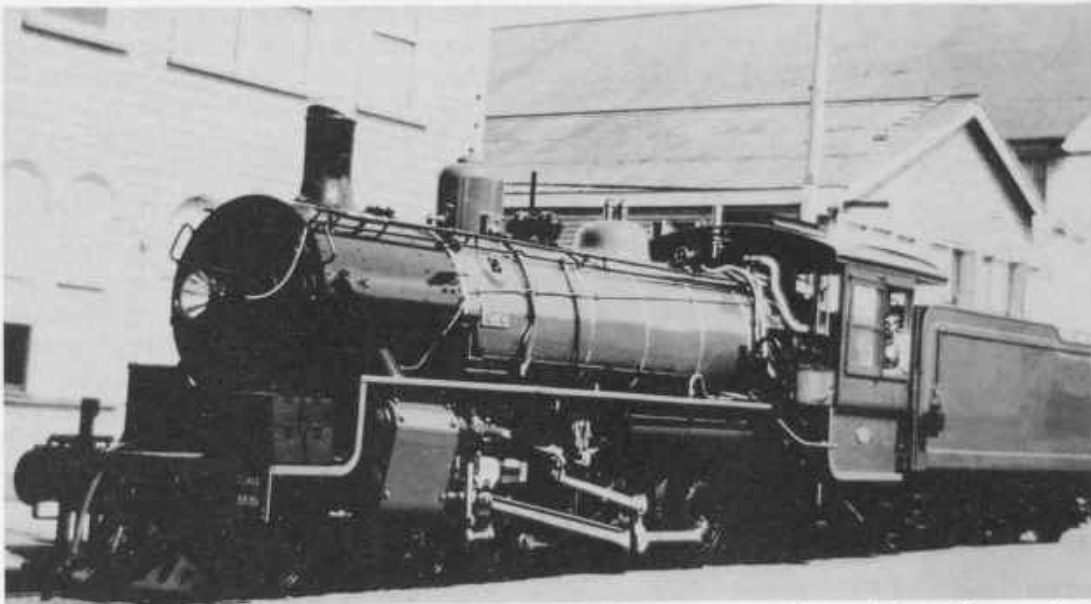
Walkers' engineering works. The date of this photograph is given as 1868, but it was probably taken at a later date as the foundry here seems well established. Source - Maryborough, Wide Bay and Burnett Historical Society.



The foundry was responsible for the construction of the Maryborough gasworks in 1878, and five years later constructed the Gympie gasworks. John Walker supervised the construction of the lighthouse on North Reef in the Capricorn group. This was a particularly difficult and dangerous operation. The rock on which the light was to be constructed was submerged at each high tide and all the materials had to be punted there from a ship lying a mile from the site. The contract was for £7000 and despite the high risks involved, the entire project was completed without accident.<sup>21</sup>

In 1882 the company built the steamer *Premier*, sections of the vessel being imported from England, this was followed by the three hundred tons steamer *Pacific*.<sup>22</sup> At this time apprentices were paid six shillings per week and trained men earned about £3, although with overtime this sometimes went as high as £5, a not inconsiderable sum when one considers that a person holding the responsible position of assistant station master, earned only about thirty-five shillings per week at that time.<sup>23</sup>

Walkers also benefited from the renaissance of the sugar industry during the latter part of the 19th century, supplying many new mills such as the Sharon plantation on the Burnett River, Kalkie plantation at Woongarra, Bellevue plantation on the Kolan River, Tegeg, also on the Kolan, and Watson and Haupt's mill at Pialba.<sup>24</sup>



1070. One of the last steam engines constructed at Walkers, March 1958. 1079 was the last of these engines.  
Max Aberdeen's collection.

In 1897 the first steam locomotive constructed for the Queensland government was completed at Walkers. On 13 January that year the engine was rolled from the sheds and taken slowly to Howard for its trial run. Colin Rankin met the engineering staff at Howard and invited them to take the engine to the site of the Number Five coal-pit. There the engineers were invited to inspect the pit after which Rankin treated them all to a 'refresher' - which was very acceptable indeed.<sup>25</sup>

The 150th engine to roll from the production line in May 1911 was a cause of great celebrations at Walkers. To mark the occasion the staff were given a full Saturday off, (an event almost unheard of at that time) and with their families - numbering some 1700 people in all - they went aboard two trains to Pialba for a day of picnics and sports. The trains which carried these people to Hervey Bay were in fact the 150th locomotive and its predecessor, the 149th. They were gaily decked in bunting and flags, and on a banner at the front of the 150th engine were the words: 'Advance Maryborough'. There were so many people attending the party that the Railways Department ran short of passenger carriages and an extra eight goods wagons had to be coupled to the train.<sup>26</sup>

The first steam locomotive engine for the Victorian government left the workshops on Saturday 26 April, 1913. This was the first engine in a series of twenty such engines contracted by the Victorian government, one being produced each week, tested, dismantled and shipped aboard the steamer *Chillagoe* for Melbourne where the engines were re-assembled and tested over a distance of two thousand miles before being officially taken over by the Victorian government. These were massive machines weighing approximately ninety-five tons. By comparison the engines made for the Queensland government were small, weighing just fifty-three tons each. Over the following few years the foundry manufactured forty T Class and twenty-five RX Class engines for the South Australian government.<sup>27</sup>

At this time the foundry was electrified with the installation of generators powered by suction gas engines. (Long before Maryborough was linked to electricity). This greatly aided the manufacture of the steam engines through the use of power cranes and other heavy equipment.<sup>28</sup>

On 16 July, 1891, a night-watchman making his rounds at the factory stumbled as he entered a small storeroom, the lantern he was holding dropped to the floor spreading kerosene over piles of oil-soaked sacking. The room was quickly engulfed in flames and in spite of efforts made by the Maryborough fire brigade those flames spread quickly to the offices of the company and also to the house occupied by James Wood which was totally destroyed. At the height of the fire a lurid glare spread over the town, and, as the press later reported:

The glare from Bowen Street was immense and lit up the river and cast a light all over the town, the outlines of the different buildings with towers or spires such as the Church of England and the Presbyterian Church and the Post Office being cut out clearly against the dark sky.<sup>29</sup>

The total damage bill for the fire was around £7200, however, the company and Wood's house were fully insured.<sup>30</sup>



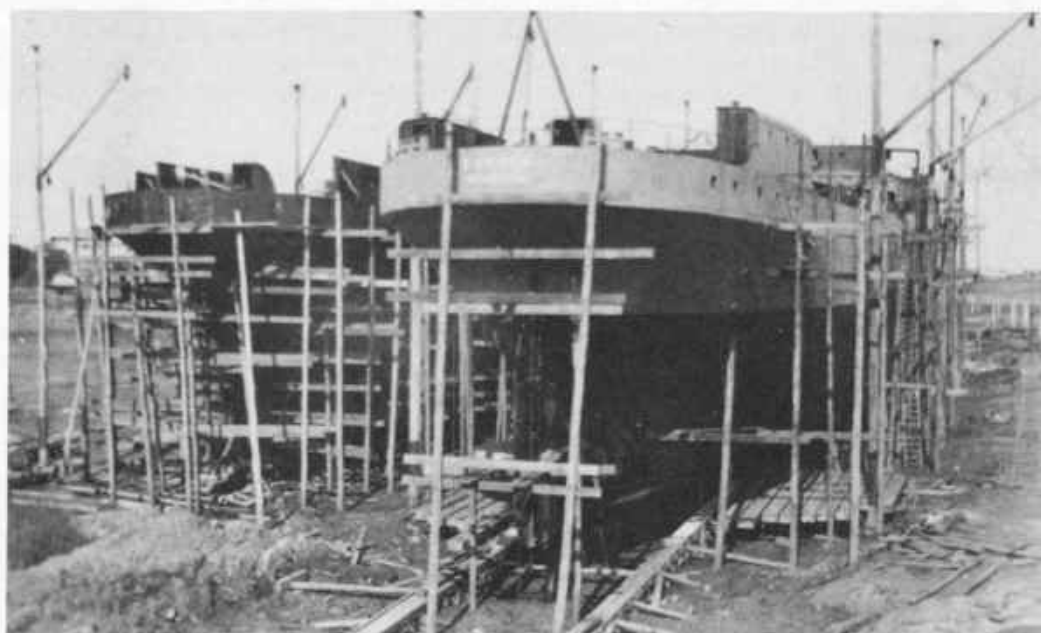
A.J. Goldsmith.

Source - Maryborough, Wide Bay and Burnett Historical Society.

In 1898 the company experienced its best year to that time turning out more than £150,000 worth of goods and employing around six hundred men. The directors were then William H. Williams, James Wood, Thomas Braddock, A.J. Goldsmith and William F. Harrington, Harrington being chairman of the board and managing director. Benjamin Thomas McKay was the works manager.<sup>31</sup>

The first of these men, William Williams, was only thirty-five years of age when he was invited to become a member of the board, a not inconsiderable achievement. Williams was born in Birmingham and came to Australia in 1862 aboard the ship *Queen of the South*, landing at Brisbane. He spent five years working with his uncle in Brisbane before arriving at Maryborough where he worked for the Brisbane-based produce store Gibbons Produce, soon afterwards being appointed manager of the branch. He later bought the branch from Gibbons and built the business into a large concern. He died in May 1929.<sup>32</sup>

Two of the most significant early achievements of Walkers were the building of the steamships *Echuca* and *Echunga* in 1921.

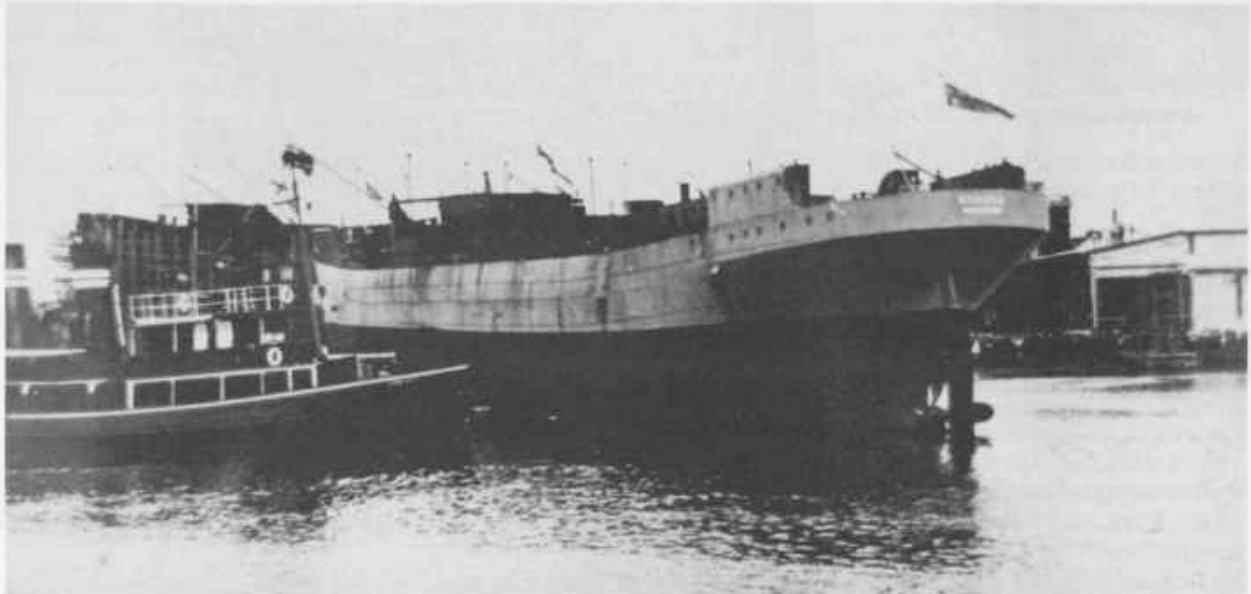


*Echunga & Echuca under construction at Maryborough. Albert Beddows' collection.*

During the First World War the shortage of shipping due to enemy action became so acute that it was difficult to find sufficient vessels to carry goods to and from Australia. It was also virtually impossible to get vessels built abroad because the urgent demand for ships saw the various shipyards fully booked for many years ahead. In order to remedy this situation the Australian government, shortly after the end of the war, called tenders for the construction of a number of ships under a federal shipping programme, contracts finally being allotted to two government workshops at Newcastle and Williamstown and two private shipyards, Walkers at Maryborough and Poole and Steel's yards at Adelaide.<sup>33</sup>

Walkers' contract was initially for the construction of four ships, each of approximately six thousand tons, however, this was later revised to two ships.<sup>34</sup>

The first of these, the *Echuca*, was ready for launching in July 1921. This was the fourteenth ship to be launched under the federal shipping programme, the first having been laid down in May 1918 and launched in March the following year.<sup>35</sup>



*The launching of the Echuca at Walkers' shipyards. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The launching of the *Echuca* was a momentous day for Maryborough. As the deadline for the launch approached on 6 July, huge crowds began to gather along the banks of the Mary River. On the Granville bank dense rows of mangroves had been cleared on properties belonging to T. Pedersen and E. Puller so that spectators would have a clear view of the event. Rumours circulating around the town that these two men were about to charge the public for admission to their properties were quickly dispelled when both men issued a statement to the press stating that everyone was welcome to watch the event free of charge from their properties.<sup>36</sup>

Special trains had been bringing about three thousand people to the town all morning, some from as far away as Brisbane. Press representatives had gathered from a variety of centres, one of whom later reported that crowds of people, '...took up position on the government wharves, in motor vessels and other craft on the river and on surrounding roofs, notably Wilson Hart's and every available and conceivable vantage point which offered itself and gave the slightest foothold to the more venturesome. It was a wonderful spectacle vividly recalling the animated scenes and crowded assemblages of the armistice day ... Over ten thousand people were present, one of the largest gatherings Maryborough has ever seen.'<sup>37</sup>

The ceremony was performed by the wife of L.E. Groom, the minister for works and railways. A bottle of champagne encased in a decorated steel triangle was smashed against the ship's hull and a ribbon was cut activating two hydraulic pumps which in turn released the 'triggers' allowing the vessel to slide down the slip-rails - previously greased with wax, soap and fish oil.<sup>38</sup>

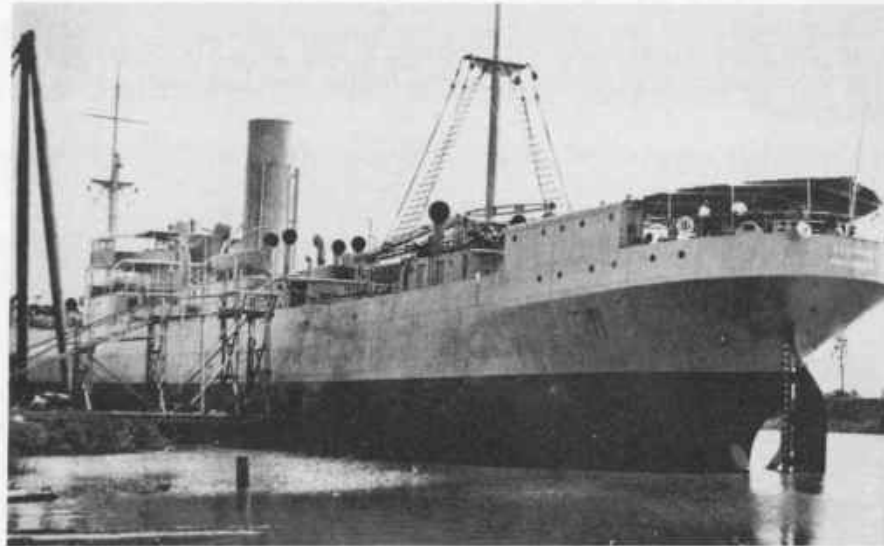
The *Maryborough Chronicle* later reported:

It is over! The *Echuca* has been launched. Yesterday was a memorable day in the history of the great engineering works of Walkers Ltd., one of the proudest days in its long record of noted achievements in the industrial world. It was too a gala day for Maryborough, whose citizens, in



typical holiday mood, assembled in their thousands to witness the great event - the launching of the largest steel ship yet constructed in Queensland - by a Maryborough firm and largely by Maryborough men.<sup>39</sup>

The ship was towed to the Walkers' wharves immediately after the launch for the completion of its fittings and for the engines, three boilers and other items of machinery to be installed.<sup>40</sup> It left Maryborough on 1 November for sea trials in Hervey Bay, the press lamenting that because of the shallow depth of the Mary River the ship had to leave on top of a full tide and the people of Maryborough would never see it again at the Maryborough wharves as the vessel could never hope to navigate the river with a full cargo.<sup>41</sup>



*The Walkers' built Echunga berthed at the shipyards. Source - John Oxley Library print number 152608.*

The second ship, the *Echunga*, was also successfully launched, sliding down the wooden slipway into the Mary River on 14 December, 1921. The ship was officially launched by the wife of E.B.C. Corser, federal member for Wide Bay.<sup>42</sup>

Of the original founders of Walkers, John Walker himself, was the first to die. After his retirement from the company he purchased the ironmongery business of Charles Powell in Adelaide Street, and carried on business there trading with his son as Walker and Walker. He sold this business in 1884. He served a term as an alderman on the Maryborough Town Council and during the mining boom of the 1880s went prospecting and was one of the discoverers of the Mount Biggenden Bismuth mine. During his wanderings in the bush he once became lost for several days. He died in his home on 2 August, 1907, aged eighty-five years, after suffering an attack of influenza.<sup>43</sup> His son, Francis Edward Walker, the last surviving member of the original Walker family, who had been born at Ballarat on 19 June, 1867, lived to the age of ninety-six years and died at Maryborough on Saturday 10 August, 1963.<sup>44</sup>

James Wood suffered a stroke in 1906 and lived in a physically weakened state for the following two years. He died quietly at 12.30 on the morning of 27 January, 1908.<sup>45</sup>

W.F. Harrington had suffered ill health for a number of years and he finally passed away at his home on Friday 8 March, 1918.<sup>46</sup>

Thomas Braddock was the last of the founders. He died suddenly of a heart attack on Tuesday 9 March, 1920, at the age of eighty-four years.<sup>47</sup>

The shipbuilding activities of the company stagnated until the Second World War when it was substantially resurrected under a government defence programme. Between the years 1939-1948, ten ships were built at the yards and there were, at that time, contracts for at least five more vessels of the E Class type. These were, *Eugowra*, *Enfield*, *Edenhope*, *Elmore* and *Euroa*, all 170 feet freighters.<sup>48</sup> Later, the shipbuilding industry went from strength to strength. (See appendices for a list of shipping constructed by Walkers).

The first diesel electric locomotive constructed by Walkers was completed in January 1956. The locomotive was built for the Queensland Railways and was the first of twelve such locomotives ordered through Australian Electrical Industries for the state government. The locomotives were powered by a Cooper-Bessemer diesel



*Aerial View of Walkers' Bowen Street works. Source - Maryborough, Wide Bay and Burnett Historical Society.*

engine of 825 horsepower and were capable of speeds up to fifty miles per hour.<sup>49</sup> Other large contracts followed, including one for more than \$5 million awarded by the Queensland government in December 1967 for the construction of fifty-four lightweight diesel locomotives.<sup>50</sup>

The end for Walkers' shipyards came in February 1974 when the chairman of the Walkers' board of directors announced that the shipyard would close. It was a significant blow to the people of Maryborough, approximately three hundred men and their families were relying on work at the shipyards when the blow fell. The chairman stated that the shipyards had lost more than one million dollars during the previous six months, and that such losses simply could not be sustained. A major factor in the decision was the serious flood damage the company had suffered, especially during the July 1973 and February 1974 floods, and heavy rains since that time which had hampered open-air construction. Two oil-rig supply vessels were under contract for the company of Smit Lloyd, but these had been delayed and had caused extra expense because of the complex nature of their construction. All these events were factors in the final demise of the shipyard.<sup>51</sup>

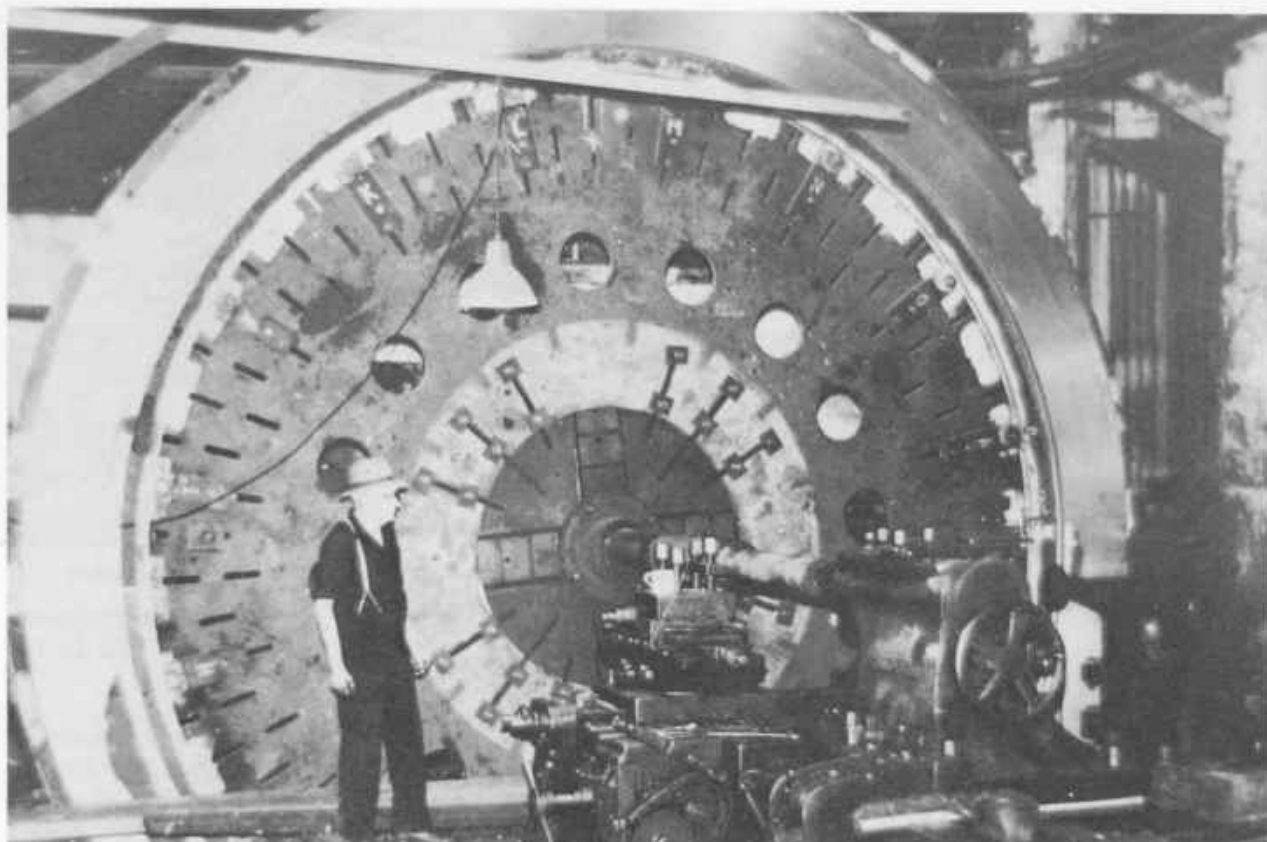
The decision to close the shipyard caused a major furore in Maryborough as it was clear that most of the three hundred men put out of work could never hope to find alternative employment in the city. The federal government prepared a plan whereby it would undertake to form a company in association with Walkers. This was to cost approximately five million dollars and would necessitate the complete upgrading of the shipyards. However, Walkers' management rejected the plan claiming that because of the uncertainty of future orders the financial outlay would have been impractical.<sup>52</sup> Premier Johannes Bjelke Petersen almost immediately stated that the federal plan had been a Whitlam government vote-buying exercise, particularly so with the federal elections due within days.

The shipyards officially closed in June 1974, although of the three hundred and fourteen men who were to be retrenched, more than one third were transferred to various other positions within Walkers, some being sent to the Walkers' engineering works at Mackay.<sup>53</sup> However, the problem deepened shortly afterwards when Walkers' management announced that a further sixty people would be laid off as anticipated contracts had failed to materialize.<sup>54</sup>

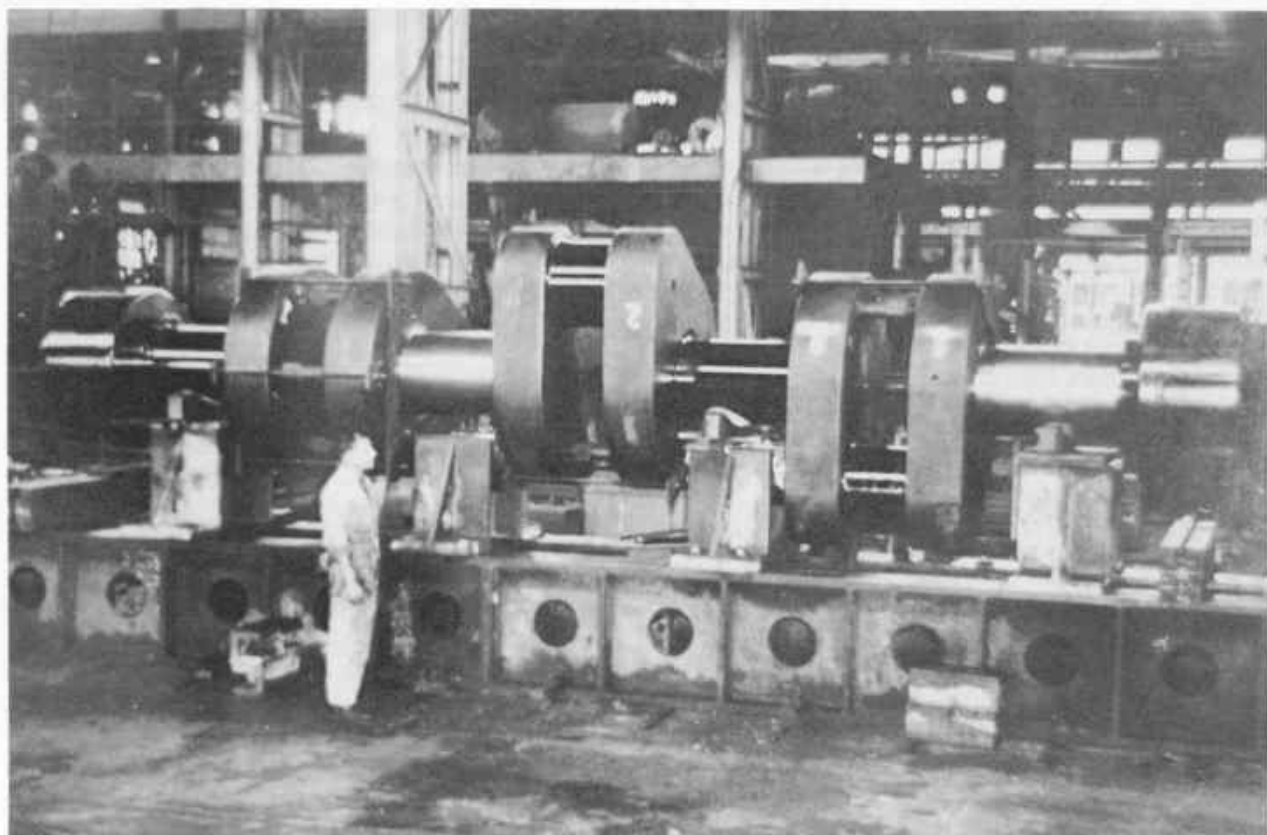
Despite these grim times, over the following six years Walkers prospered, winning many large engineering contracts.

In November 1980 Brisbane based engineering company, Evans Deakin Industries Ltd., made a \$16.4 million takeover bid and the directors of Walkers recommended to shareholders that the offer be accepted.<sup>55</sup> Shortly afterwards, in February the following year, the company won a \$67.8 million contract to supply trains to Queensland Railways. This was the largest contract then awarded by the department and it was estimated by company directors that it would provide work for approximately one hundred and fifty people for four years.<sup>56</sup> Another contract worth \$62.5 million was announced by Walkers in October 1994, the company had been contracted to build new technology tilt trains for Queensland, the trains coming into service in 1997, one hundred years after Walkers had constructed its first steam locomotive Number 299.<sup>57</sup> Today, Walkers continues to prosper. In November 1994 the company announced an after tax profit of \$11.4 million, up thirty-four per cent on the previous year. The profits had been generated through contracts to provide sugar milling equipment and railway rolling stock. Contracts for sugar milling equipment had been completed for Thailand, Indonesia, the Philippines and Fiji.<sup>58</sup>

\*\*\*\*\*



*The impressive Buxton lathe at Walkers. Left of frame is Peter Moller, senior turner, ca. 1954.*  
Max Aberdeen's collection.



*An enormous crankshaft manufactured at Walkers ca. 1948. Left of frame is Murray Jones, leading hand turner.*  
Max Aberdeen's collection.



## Sources and Notes for Chapter Fifty-one.

1. M/C. 7 July, 1921, pp 2-3.
2. M/C. 3 August, 1907.
3. M/C. 10 March, 1920, p 3.
4. M/C. 27 January, 1908.
5. M/C. 9 March, 1918 and *Trustees Quarterly Review*, Vol. 10 Number 4, April, 1918, pp 211-212.
6. M/C. 3 August, 1907.
7. Interview with Marie Walker, November, 1994.
8. M/C. 3 August, 1907, 1 September, 1910, 10 March, 1920 and 7 July, 1921.
9. M/C. 4 April, 1916, p 6.
10. M/C. 14 January, 1869.
11. M/C. *ibid*.
12. M/C. *ibid*.
13. M/C. 1 September, 1910.
14. M/C. 10 March, 1920.
15. M/C. 9 March, 1918 and *Trustees Quarterly Review*, Vol. 10 Number 4, April, 1918, pp 211-212.
16. M/C. 1 September, 1910.
17. M/C. 12 February, 1881 and, Maynard, R.S. *Sugar, Ships, Locomotives*. R.S. Maynard Advertising 1946, p 17.
18. M/C. 10 March, 1920.
19. M/C. 22 May, 1886 and 21 June, 1913.
20. M/C. 5 June, 1928, p 5.
21. M/C. 22 May, 1886.
22. M/C. *ibid*.
23. M/C. *ibid*.
24. M/C. 7 December, 1892.
25. M/C. 14 January, 1897.
26. M/C. 29 May, 1911.
27. M/C. 28 April, 1913. Listing supplied by Walkers.
28. M/C. *ibid*.
29. M/C. 16 July, 1891.
30. M/C. *ibid*.
31. M/C. 1 September, 1910.
32. M/C. 16 May, 1929 p 6.
33. M/C. 8 February, 1922 p 8.
34. M/C. *ibid*.
35. M/C. 7 July, 1921, pp 2-3.
36. M/C. 6 July, 1921.
37. M/C. 7 July, 1921, p 2.
38. M/C. *ibid*.
39. M/C. *ibid*.
40. M/C. *ibid*.
41. M/C. 1 November, 1921, p 4.
42. M/C. 15 December, 1921, p 8.
43. M/C. 3 August, 1907.
44. M/C. 12 August, 1963, p 2.
45. M/C. 27 January, 1908.
46. M/C. 9 March, 1918 and *Trustees Quarterly Review*, Vol. 10 Number 4, April, 1918, pp 211-212.
47. M/C. 10 March, 1920.
48. M/C. 3 July, 1947, p 4.
49. M/C. 14 January, 1956, p 1.
50. M/C. 15 December, 1967, p 1.
51. M/C. 2 February, 1974, p 1.
52. M/C. 29 April, 1974, p 1.
53. M/C. 9 July, 1974, p 3.
54. M/C. 19 July, 1974, p 3.
55. M/C. 12 November, 1980, p 1.
56. M/C. 18 February, 1981, p 1.
57. M/C. 8 October, 1994, p 1.
58. M/C. 18 November, 1994, p 2.

## Chapter Fifty-two. The Aldershot Smelting Works.

The now long vanished smelting works at Aldershot originally came into being because of a specific need to have ores treated from a wide variety of sources. For many years it had been known that high grade ores existed in very large quantities throughout the Wide Bay and Burnett district, and the question of their commercial exploitation had been a regular topic.

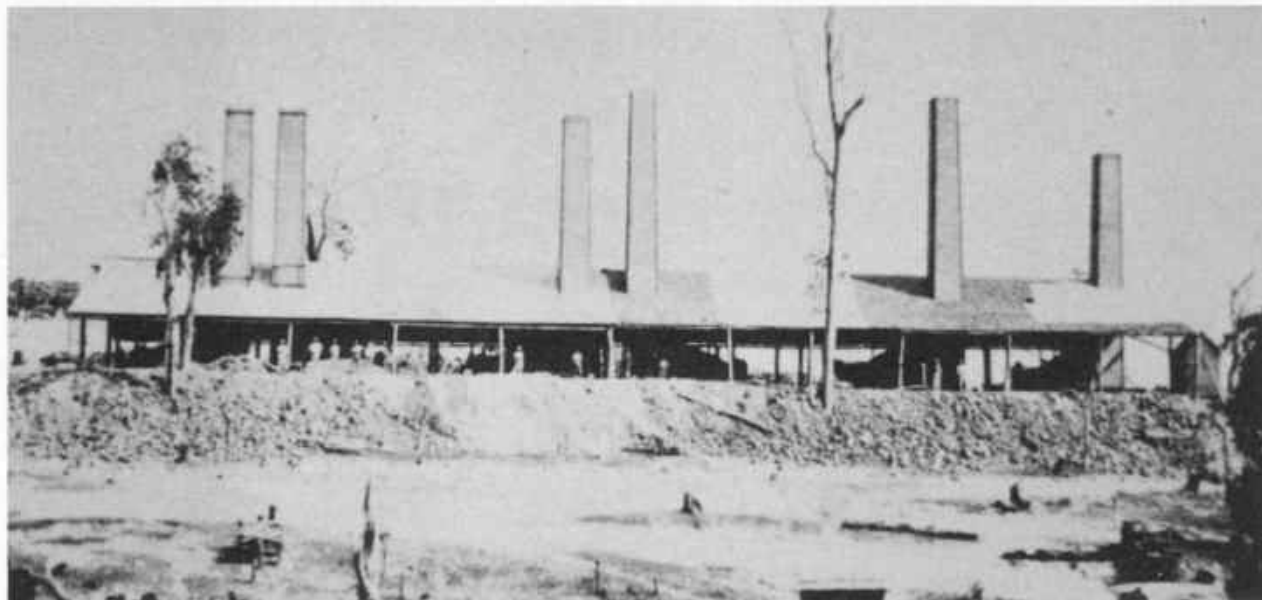
It seemed clear to mine operators in the Biggenden and other districts that a smelting operation could greatly enhance their profits and therefore their entire viability. Many mines were being worked with reasonable success - principally for gold - until a certain depth was reached when the refractory ore would make its appearance and it became far more difficult to extract the precious metals with the kind of extraction equipment then in general use on the goldfields. For this reason many mines had been abandoned and large areas known to contain refractory ore of varying richness had been shunned.

The Queensland Smelting Company was formed in London in July 1888 with the primary objective of erecting a smelting works in Queensland. The stated objective of the company was to, '...purchase and smelt gold, silver, lead and copper ores, auriferous pyrites and concentrates, and other ores of a refractory nature.'<sup>1</sup>

The authorized capital of the company was £80,000 in shares of £1 each. The directorate of the company included a number of influential colonists. R.B.B. Clayton, the former owner of Alpha plantation near Maryborough, Major-General Fielding, who was chairman, and Francis Gill, of Brisbane who was appointed chairman of the Queensland Board of Advice. Gill also superintended all operations until the arrival of the managing assayer.<sup>2</sup>

Francis Gill, the first managing director of the company formed to process ores at Aldershot, arrived in Maryborough in mid-January 1889 to arrange for the purchase of land where the factory was to be erected. The company purchased approximately twelve hundred acres of land adjoining the Burrum railway, at a distance of about six miles from the Maryborough terminus and close to the Aldershot siding. A branch line, twenty-eight chains long, was surveyed, starting from a point in the station yard. The plans were quickly approved by the government and rails were laid soon afterwards. On reaching the works the line ran through the main building convenient to the smelting furnaces so that the ore could be more easily handled.

One of the first operations was the boring for coal to supply fuel for the factory's boilers. At the same time preparations were made for the reception of the machinery which was being sent by sea from America via Sydney. Gill finally selected a site for the works on the bank of Saltwater Creek. The creek - which was not tainted by sea-water - was dammed to supply fresh water for the works and for the little community which quickly sprang up there. Tenders were called for the erection of the first main building. This was a structure one hundred and forty feet in length and was constructed with galvanised iron on a wooden frame. Other buildings included a smith's forge, offices, manager's residence and store-room.



*Aldershot smelting works. Source - Maryborough, Wide Bay and Burnett Historical Society.*

Directly behind the main buildings the company constructed its own brick-yard, with drying facilities for over one hundred thousand bricks. The blacksmith and machine shop provided facilities for whatever repairs became necessary at the works. North of the works a township was surveyed and allotments placed on sale.<sup>3</sup>

All the major components of machinery were imported, the bulk of the plant was manufactured by the then well-known firm of Frazer and Chalmers of Chicago. This company had caused a delay in the anticipated start date of the works - scheduled for around January 1889 - as they had experienced a long and grim labour strike which had virtually paralysed trade in Chicago.

The plant, when it finally arrived, consisted of two water jacket furnaces, one designed for use as a lead smelter and the other for the treatment of silver and gold ores. These were supplemented by two others which arrived at a later date. There were two Roots' blowers, each with a separate driving engine and capable of creating sufficient blast for the four smelters. There was a thirty-five horsepower boiler, a Huntingdon roller mill, a Dodge crusher, a Blake crusher for preparing ore for the smelters, and lastly, a set of Frew (also reported as Frue) vanners, concentrating tables for the special treatment of gold ores.

The press later reported of the works:

This comprises the plant with which the company will start, but it is only a portion of what is necessary, and what the company intend to utilise after a while, to complete the metallurgical process, for we are told they are determined to carry out their object so completely that Maryborough shall become a second Swansea. The machinery now about to be erected will, therefore, be confined to reducing ore to a matte, which will be assayed by the metallurgist at the works, its value determined, and then the matte will be forwarded to England. The plant necessary to complete the remainder of the process, that of 'refining', will be erected probably in twelve months or so after the starting of the works, and then we shall, we are assured, have at Aldershot metallurgical works as complete as any of their kind in the world.<sup>4</sup>

At the beginning of its operations the factory was reported to have had the capacity for treating approximately two hundred tons of ore each week. The plant was purchased on the advice and under the supervision of M.F. Vautin, of the firm of Newberry and Vautin, and reportedly represented an investment of £20,000.<sup>5</sup>

At the site of the works the land was extensively cleared by workmen. The country was heavily timbered with bloodwood, stringybark and blue gum, and the men found the work particularly heavy. Bullock teams were employed to draw the fallen timber and debris away, but a number of the trees were utilized in the construction of the buildings. In addition to the main buildings there was also an assayer's laboratory, although the laboratory construction was delayed until the assayer's arrival from Frelburg, Germany. The man selected for the post of managing assayer was a German expert named E.A. Weinberg, who, reportedly, had such a high reputation that he was able to accept the position '...on his own terms.' The *Maryborough Chronicle* wrote of him:

His engagement is for three years certain, at a high salary, with no rent or taxes to pay, and a free passage home again at the end of that time should he not desire to remain longer. Mr Weinberg was born in Germany, and passing through all the branches of the celebrated Frelburg Metallurgical School, qualified himself, as a competent chemist before he began practical work in the reduction mill. He then went to the United States and after several small and gradually rising appointments he entered the service of Messrs Haggis and Lucy, (also reported as Harris and Lewis) the largest mining firm in America, and had charge of the Anconda works, which are without doubt the most important of their kind in America. Mr Weinberg remained there for several years, and left his position eighteen months ago to re-visit Germany. He then accepted an engagement with the Carlyle (sic) Gold Mining Company to conduct the smelting operations on their concentrates. He leaves this work to enter into the service of the Aldershot company. At Anconda Mr Weinberg made his greatest success and brought his name prominently to the front as a most able smelting manager. It seems pretty certain therefore that in engaging this gentleman the company have been very fortunate.<sup>6</sup>

While the construction work was being carried out all the machinery arrived and was left lying on the ground until the buildings could be completed. A large number of abandoned bricks were used in the bedding of the machinery.

The owners of extensive mines in the regions of Stanton Harcourt, Kilkivan, Black Snake, Boolboonda, Mount Perry, Norton, and other districts who were suffering from unprofitable refractory lodes, were eagerly awaiting the opening of the works at Aldershot. Despite this, Weinberg initially experienced difficulties in



obtaining sufficient ores to keep the smelting operation profitable. His response to this problem was to visit a large number of established goldfields in Queensland and in other states where he successfully promoted the Aldershot works.<sup>7</sup>

Over the following years ore for smelting was brought from many parts of Australia. In 1895 the works produced 20,637 ounces of fine gold while the total turnover of all metals - gold, silver, lead and copper - in the same period was £118,000. The average extraction rate was ninety-five per cent but at times it reached ninety-seven per cent.<sup>8</sup>

Weinberg remained at Aldershot for more than nine years, during which time he purchased a considerable number of shares in the company, becoming the largest Queensland shareholder. He was well respected by his employees - and members of the community generally - and did much for the advancement of the people who lived at Aldershot - including working for the establishment of a school there. He resigned his position as manager in 1898, having accepted a position with a larger smelting company at Illawarra, New South Wales. A wine party was held in his honour at the Royal Hotel on the evening of 31 May, 1898, during which he and his wife were presented with an engraved silver salver (of 108 ounces). His position was taken by a new manager named T.J. Dyson with W.H. Clark as company secretary.<sup>9</sup>

By 1903 the works had been considerably extended. Operations for the previous year had been extremely profitable and added machinery was required to increase these profits even further.

The company purchased three large calcining furnaces and constructed an ore-receiving shed which was capable of holding one thousand tons of mineral ore at a time. By means of automatic train services right opposite each calcining furnace, the ore could be delivered direct into the hoppers. The massive eighty-tons blasting furnace had been entirely re-built with spare parts such as a new shaft and a complete set of water jackets being manufactured by Walkers. The copper smelting furnace was overhauled and fitted with a cast-iron outer hearth which was capable of holding from four to five tons of matte. A large new Cornish boiler was ordered from Walkers. A new sampling house was built and the assay office was enlarged to include a balance room and metallurgical laboratory for conducting all classes of assay and chemical analysis. It was the most modern metallurgical laboratory in Queensland and contained cupelling, smelting, and retorting furnaces, with a separate area for purely analytical work. The scale room was furnished with the most sophisticated Oerthing's assay and analytical balances. The automatic sampling machines were among the most modern available and had been imported from the United States. A new carpenter's shop was built and the smithy's shop was enlarged. The chimney was lengthened by eleven feet giving it a total height of eighty feet. With these additions the smelting capacity of the works increased to thirty-five thousand tons per year.<sup>10</sup>

A year later, in 1904, company directors were still claiming that under the management of Eric Watson, record profits were being made. The press reporting:

The half-year ending 31st December (1904) was a record one, and an additional furnace is now being erected, with every prospect of being followed by another in the very near future. To the initiated this fact at once suggests that the auriferous ores of Queensland are, generally speaking, becoming less amenable to the ordinary processes of amalgamation and this is uniformly acknowledged to be the case. Consequently the smelter is being resorted to, and ... the Aldershot Works are finding it necessary to increase their plant.<sup>11</sup>

Yet despite what seemed to be a promising and profitable future for the smelting operation, hard times were ahead. Aldershot had been set up with the primary objective of smelting gold, other ores were of only secondary importance. Gold production at the turn of the century was a highly risky and unprofitable business. The price of gold recovery was soaring and the stagnant gold market in London did not reflect these escalating costs.

Added to this dilemma the profits made by the Aldershot works were, in some cases, unwisely invested in other mining ventures, ventures which proved to be completely unprofitable, as the Degilbo correspondent for the *Maryborough Chronicle* reported in 1910: '...It is due to the fact that they (Aldershot management) engaged very largely in mining speculation, and did not confine themselves to the legitimate business of assaying and smelting. The profits of the works were employed to speculate in mines which did not pay.'<sup>12</sup>

On 16 February, 1906, a closing notice appeared in the *Maryborough Chronicle*. This notice advised the public that the company had ceased purchasing ore.

When the Aldershot smelting works 'temporarily closed' in 1906 there was considerable disappointment in Maryborough. The public speculated about the cause of the closure, a closure which threw more than a hundred men out of work. Some were prepared to blame the board of directors in London - a board which had drawn

extravagant directors' fees for their investment - few could believe that the closure was a permanent one, the company had evidently been profitable, it had recently expanded its works and there were no outward signs that the company's operations were anything but profitable. Former mineralogist at the works, G.V.S. Dunn, was to later write:

...I can state this positively, however, I may be in the dark as regards recent balance sheets, that during 1900, 1901, and 1902, the company was a profitable affair, with every promise of becoming a regular dividend payer, if well enough had been left alone. This, mark you, during a period of great depression in metals and with very fierce competition from Southern smelting companies. Since this date the metal market has been steadily rising in an almost unprecedented manner and it is under these conditions that the smelter always garners in his harvest. It is his turn. He is buying on a rising market all the time and if he knows his business he makes his large profits. It is the slumping market that kills the ore buyer and yet an undoubted slump in metals occurred in 1900. Aldershot's reply to this was an increased pay roll and an augmented tonnage. Metals taken all round have never been so high in value as at the present moment for many years, and a further recent factor in the favour of your works lies in the fact that for the past eighteen months or more the merciless competition of the Illawarra (Dapto) Works has been withdrawn in toto. And yet Aldershot has been 'temporarily closed' and its staff dispersed. One word more in justice to past managers and which has nothing I venture to think egotistical in it, for it does not refer to my own term at Aldershot, and that is that in 1897-99, the company was making a good profit, and its hopes were of a fairly brilliant kind.

G.V.S. Dunn, Mineralogist and Mining Engineer, Melbourne, Victoria.<sup>13</sup>

Despite speculation that the works would re-open, the final notice came two years later in 1908 when the press reported: 'The Queensland Smelting Works at Aldershot have been closed for two years. There have been rumours that it was to resume operations but observers could not decide whether the fact that the bank had taken possession of the works on behalf of the debenture stock holders was a move towards production. The debenture holders were said to have a mortgage over the whole property for something over £60,000.'<sup>14</sup>

Over the following five or six years there was considerable speculation that the state government would purchase the Aldershot works and re-open the operation. Many claimed that the need was evident, that gold mines were still operating and much of the gold was still being lost through inefficient recovery practices. It was a delicate situation. The plant had been kept in good working condition and the owners in London were willing to sell the entire complex for far less than it would have cost to build a new one. Commentators in the press argued that there were still excellent prospects for either a local company or the state government to take over the works. A local company, they argued, would not have the excessive directors' charges which had contributed to the failure of the works, it would be a small, tightly operated concern more interested in long term viability than short term profits and fees. These commentators stated that there were many small mining concerns throughout Queensland willing to send small parcels of twenty or thirty tons of ore to Aldershot for smelting. They added that as the rail line was rapidly expanding - Gayndah was linked by rail and parliament was about to sanction an extension to Mundubbera - prospects were improving monthly.<sup>15</sup>

There were other advantages pointing to a profitable re-opening of the Aldershot works. It was generally accepted that it was cheaper to transport ore to coal than coal to ore, and as the Aldershot smelting complex was built contiguous to a large coalfield, it was clearly more advantageous for the state government to purchase Aldershot rather than building a new complex, either in Brisbane or in the north of the state where much of the ore was then being recovered. Additionally, ships which were then taking timber from the Maryborough mills to many northern ports were quite capable of having their holds back-loaded with ore from those same northern ports - and at very reduced rates. These ships had to carry ballast, and ore was the perfect ballast. Costings were closely scrutinized and it was established that the cost of building a complex similar to that of Aldershot would be somewhere in the region of £40,000 or £50,000, whereas the entire Aldershot complex could be purchased for approximately £10,000.

On 8 February, 1910, the chief inspector of mines, C.F.V. Jackson, travelled from Brisbane to Aldershot to ascertain if state government purchase of the complex could be a viable concern. However, Jackson's report was not favourable. He pointed out that after the establishment of several smelting works in the north, Aldershot had been forced to compete fiercely for the ore they purchased. A rail line had later been laid to Chillago and another extensive lead smelting works had been established there. Jackson stated that suppliers had favoured those smelting works close to their individual operations and supplies to the Aldershot works had been largely cut off. He added that Aldershot had only managed to keep its operation profitable through an agreement with the operators of the Ravenswood mines. Yet the Ravenswood concentrates had fallen off in their gold content

and Aldershot was then placed in a situation where it was forced to purchase concentrates from Charters Towers at extremely competitive prices. Jackson claimed that the company's management had made a mistake when they up-graded the operation, buying a large amount of new equipment and constructing extra buildings. He wrote: 'The anomaly was apparently the result of misdirected expenditure in an effort to get greater efficiency by costly improvements, so as to try to make the establishment accommodate itself to a business which by the year 1906, had proved more than unprofitable.'<sup>16</sup> Jackson claimed that the works had been situated in the wrong place, there was no single ore-producing operation close by and it was too far from Port Maryborough, Urangan. All the ores had to be landed at the port, railed to the works and the resultant products railed back to the port again. He claimed that as the works had been added to over the years the general layout had become inefficient and this was a serious drawback to a smooth and profitable operation. He argued that the coal charges were too high and that the smelting works at Cockle Creek, near Newcastle, could process ores far more efficiently and at less cost.<sup>17</sup>

In April 1910, the company of Pryce and Netterfield, auctioneers of Maryborough, invited tenders for the purchase of the entire works.<sup>18</sup> At the time of its closure Aldershot had become a vast complex. There were ten buildings in all, two of which were 140 feet long and 36 feet wide. One building was 156 feet long and 66 feet wide, and most of the others were very large. The manager's house contained seven rooms and a caretaker's cottage had six rooms. Equipment included fittings and mountings for five complete furnaces, an eighty-tons blast furnace, lead and bullion furnaces, lead softening furnaces, refining pots, rotary fans, muffle and reducing furnaces, bullion and lead moulds, ore feeders, hoppers, grinding mills, boilers and much more.<sup>19</sup>

The buildings and equipment of Aldershot were finally sold. The only items remaining were the manager's residence and the smoke-stack. In 1919 a contract was awarded to Mr H. Keys by the Dominion Flour Mill to remove the stack and transport it to the mill at Maryborough. A number of bricks from the base of the stack were removed and replaced with pine chocks. These were set alight and as they burned away the stack fell. Although breaking into five large pieces as it toppled the stack remained substantially intact and was successfully taken to the flour mill. Extra bricks recovered from the fallen stack were used to erect a fence at the front of the mill.<sup>20</sup>

There is a postscript to the history of Aldershot - a postscript which is steeped more in local mythology than established fact. However, historian Norman Beuttel, in a newspaper article written several years prior to his death, claimed there was some credibility to the story.

In three months from October 1902 to December that year, the Aldershot smelting works processed 2672 tons of various ores, including a large amount of gold-bearing ore which resulted in sixteen bars of gold bullion.

At that time various mines from the Biggenden area were forwarding their ore to Aldershot for processing; especially mines from the township of Paradise. Very little remains today of this small mining community, except a few stumps and a litter of mullock stones and discarded rubbish.

According to Beuttel one mine was doing reasonably well but needed a good return from their ore to keep the operation viable, and in December 1902 they forwarded a load of ore to Aldershot for processing.

Christmas was close at hand and the men responsible for smelting this particular shipment were celebrating and had allegedly consumed a large amount of alcohol, mainly rum. They were considerably intoxicated and reportedly forgot to tend the fire beneath the crucible. The fire died down and eventually went out and the contents of the crucible - known as the sow - rapidly cooled. For this particular process to be successful, the gold had to be scooped from the top of the ore at just the right temperature. In this instance, the gold sank into the centre of the ore, which then cooled and solidified, reportedly making the precious metal completely irretrievable. According to Beuttel the ore weighed around fifteen tons.

Beuttel claimed that when the smelters discovered their mistake they immediately tipped the sow into the nearby creek where it sank to the bottom of a thick layer of mud.

They then, allegedly, filled the crucible with ore from another, less profitable mine in an effort to replace the lost sow. However, the gold content was so poor that the mine owners, who were depending upon a good return from the smeltings, decided to cease their operations at Paradise and the mine closed. In his newspaper article Beuttel claimed that the lost sow had been particularly rich and that the gold it contained was known to have been of great value.<sup>21</sup>

\*\*\*\*\*



## Sources and Notes for Chapter Fifty-two.

1. M/C. 5 September, 1889.
2. M/C. 18 March, 1889.
3. M/C. 5 September, 1889.
4. M/C. 16 January, 1889.
5. M/C. *ibid.*
6. M/C. 25 January, 1889.
7. M/C. 1 June, 1898, pp 2-3.
8. M/C. 27 January, 1984, p 16.
9. M/C. 1 June, 1898, pp 2-3. See also M/C. 31 May, 1898, p 3.
10. M/C. 15 January, 1903.
11. M/C. 14 February, 1905.
12. M/C. 20 January, 1910.
13. M/C. 19 June, 1906.
14. M/C. 16 February, 1908.
15. M/C. 8 February, 1910.
16. M/C. 26 July, 1910.
17. For Jackson's full report see M/C. 26 July, 1910.
18. M/C. 9 April, 1910 and 19 May, 1910.
19. M/C. 7 November, 1910.
20. M/C. 25 November, 1961, p 2.
21. M/C. 20 February, 1984, p 6.

## Chapter Fifty-three.

### A Time of Empire - Maryborough During the First World War.

When Archduke Franz Ferdinand and his wife Sophie were assassinated in Sarajevo on 28 June 1914, the entire world teetered on the brink of war. Over the following weeks, as political hostilities mounted in Europe, Maryborough residents were not unduly concerned. The possibility of war seemed remote and there was no certainty, even if war were declared, that Britain, and therefore Australia, would be dragged into what would be, essentially, a somewhat limited conflict between European aggressors. Of more concern to the people of Maryborough was the coming federal election following the recent double dissolution of parliament. The political contest to establish home rule in Ireland was also of interest to Maryborough people, especially those of Irish descent, but of far more interest was the possibility of an electric light power generator being established in the city. The events in Europe seemed far away, and even the mounting political tensions were not fully reported in the local press.

The first very real indications that Australia was about to be dragged into an unwanted war came on 28 July, 1914, when the *Maryborough Chronicle* reported that mobilization had been ordered in Austria, and that martial law had been declared throughout Austro-Hungary.<sup>1</sup>

A few days later, quite by coincidence, several ships of the British Royal Navy visited Hervey Bay - just the fillip the Australian authorities needed to swell local martial pride.<sup>2</sup>

A week later came the official news that Great Britain was indeed at war with Germany.<sup>3</sup> This news was received in Maryborough with a kind of stoic acceptance, and there was no possibility at all that Britain should bear the brunt of the conflict alone. This was a time of empire, a time to assume one's responsibilities to the mother country. The Boer War had proved, somewhat emphatically, the righteousness and the invincibility of the British model. Yet the Boer War had been a misleading example of what British military ideals were all about. Victory had been achieved in a few brief years at the cost of relatively few British or Australian lives. Many Australians now assumed - in fact were led to believe - that this new conflict in Europe would also be brief, that the costs would be low, and that the entire empire was at stake.

Maryborough, and, of course, the entire nation, was soon enveloped in vast scenes of empire support. Recruiting offices were quickly opened in most major towns and cities, local bands attended recruiting drives, patriotic funds were established, and the lines of men grew longer outside recruiting halls and tents.

Maryborough already boasted a small military contingent, a civilian force which trained at weekends and during set periods of the year. Cadet training was compulsory at this time, and so all volunteers had already experienced some aspects of military life.

Naturally, men who were already in arms, those soldiers of the various volunteer regiments around Australia, were immediately ready to go and do their duty. In August 1914 local officer Lieutenant-Colonel W. Lee was appointed to command the Queensland Battalion of the Imperial Expeditionary Force which was then being formed. The *Maryborough Chronicle* proudly reported:

This is a well deserved honour and will be pleasing to the people of Maryborough who can claim Colonel Lee as an old fellow citizen. No officer in our citizen forces has taken a keener interest in his military duties than Colonel Lee, and he has risen to his present rank by sheer merit. The Queensland Battalion could not be better served than to be under his command. Colonel Lee will be one of the guest speakers at the patriotic meeting in the Town Hall tonight, and his remarks should be of an interesting and instructive character.<sup>4</sup>

The organization and building of the local force was swift, as was the establishment of a patriotic fund. By 21 August, 1914, the fund stood at more than £2358, most of which had been contributed by local people. The pounds and shillings flowed freely into the fund's coffers, some residents, especially businesses, making relatively large donations. Negus and Son gave ten guineas, as did Doctor J.A.C. Penny. Henry Palmer (who was to die before the war ended) gave five guineas. W. Adam and Sons donated £25, but timber merchant H.J. Hyne firmly established his patriotism with a massive donation of £100,<sup>5</sup> a considerable sum when one considers that the average working man then earned around £100 per year and the soldiers being recruited were paid just six shillings per day, (£2/2/- per week).

The celebrations which had accompanied recruiting for the Boer War were again replicated in Maryborough, although there was perhaps the feeling that on this occasion the conflict was to be greater, the cost in lives more severe, and so there seemed to be a certain solemnity about the proceedings. Departing recruits were showered with gifts, compasses, binoculars, small bags of sovereigns, and were guests of honour at dinners held to farewell them. None of the recruits knew where they were going, many believed that they would be sent directly to France where the fighting was taking place. They certainly did not believe that they would first see action on the craggy slopes of Gallipoli - from where many would never return.

In these early weeks and months there was no lack of recruits and the men of Maryborough were anxious to present themselves at the drill hall in Lennox Street which had been set up as a recruiting centre. Many of these men were accepted into the army's ranks but almost as many were turned away disappointed. The physical requirements for induction into the armed forces were high, and those who did not meet the required standards were rejected. The *Maryborough Chronicle* reported:

Yesterday twenty volunteers for the Australian Expeditionary Force presented themselves at the drill hall Lennox Street for medical examination. Eleven men were passed, but nine were rejected as being below the prescribed standard. Captain Folitt (Australian Army Medical Corps) conducted the examinations, and he was assisted by Staff Sergeants Christie and Aggett. (Both Maryborough men who had served in the Boer War). All the local dentists were also in attendance, and gave the volunteers advice, and, where necessary, proffered voluntary treatment.<sup>6</sup>

One of these local dentists was Mr H. Nicholson who volunteered his services to ensure that none of the men suffered from toothache and to, '...induce better mastication while on the campaign.'<sup>7</sup> At the same time confirmation was received that four Maryborough officers had been appointed to, 'responsible positions' with the expeditionary force. These were, in addition to Lieutenant-Colonel W. Lee, Major W.O. Harvey, Captain H.W. Lee, Lieutenant H.O. Harvey and Lieutenant W. Young.<sup>8</sup>

W.C. Harvey had been a traffic manager at the Railways Department and he had been appointed quartermaster to his battalion. He was something of a veteran himself, having joined the Wide Bay Volunteer Regiment twenty-nine years previously as a private, later graduating through the ranks. During the Boer War he had acted as commanding officer for the Wide Bay Regiment while Colin Rankin was at the front. His son was Lieutenant H.C. Harvey who had started his military career at the Grammar School. He was now placed in charge of the machine-gun section of the Fourth Infantry Regiment. Captain Lee was the son of Maryborough man, Lieutenant-Colonel W. Lee V.D., and had also graduated from the Grammar School as a cadet. At the time of mobilization he was adjutant of the regiment.<sup>9</sup>

In August 1914 following Lieutenant-Colonel Lee's appointment to command the Queensland Battalion in the Imperial Expeditionary Force, he spoke at the city hall during a patriotic meeting held on the 17th of that month.<sup>10</sup> Lee was given a citizens' send off at the council chambers on the afternoon of 31 August, 1914, during which he was presented with a, '...handsome solid leather dressing case with his initials engraved thereon.'<sup>11</sup>

On Saturday 5 September, 1914, Reverend A.C. Plane of the Wesleyan Church Maryborough received the following message from the Wesleyan chaplain-general:

Have selected Senior Chaplain Green (of Sydney) and yourself as the two Methodist chaplains accompanying Expeditionary Force. Be prepared early departure. Congratulations. Confidently rely you well representing us.<sup>12</sup>

Reverend Plane, who held the military rank of major, had always been keenly interested in all military matters and it was his dream to accompany such an expeditionary force of Australians. He and Green had been selected from twenty-one applicants to fill the only two positions allowed by the military authorities.<sup>13</sup>

Another early volunteer for Maryborough was George Stupart junior, son of the well known Maryborough businessman of the same name, who offered himself for the second Queensland contingent in September that year. During a farewell presentation to the recruit, a guest speaker remarked that Stupart, '...possessed the qualities of perseverance, reliability and steadiness in a marked degree,' and these qualities were considered the principal attributes of a soldier. The speaker added that all present at the farewell would wish the young man God speed and a safe return.<sup>14</sup> Yet, as we shall later see, Stupart was never to see Maryborough again.



Disgruntled would-be soldiers - those who had been rejected by the military examinations system - were bitter that such minor faults as poor dental health or the size of a man's chest should preclude him from what many perceived as being a great adventure. One man writing in February 1915 stated:

I think myself there is too much fuss made when these young men go to try and help the mother country. If your teeth are not all good, and if you are not this and that, you cannot go. I myself have tried to join twice now, and being a half-inch short in the chest measurement I was told I could not go, and I know dozens of young men the same because they have some trifling thing wrong with them they are barred from enlisting. I think it is about time the defence force woke up a bit and put a lot of this being too particular to one side, and take men that are willing to go and uphold the Old Flag. It is enough to make one's blood boil when we see 1 in 46 enlisted in this country and 1 out of 10 in England. Where England goes to fight for her rights so should the sons of Australia be allowed to go also ... I think the more men we send to the front the sooner Germany will be brought to her knees, which is what every man, woman and child under the British flag is waiting for.<sup>15</sup>

However, the men who *were* successful in enlisting fully expected to be sent to the Western Front, but as we now know they were shipped to Egypt for an intense period of training prior to the landings at Gallipoli. Private Frank Stripp, a Maryborough soldier, in accord with many of his contemporaries who were responsible for defacing the ancient relics of Egypt, wrote to his mother describing the Pyramids and Sphinx, adding: '...I have a piece of the tomb to bring home with me.'<sup>16</sup>

Letters from Egypt to those families waiting anxiously at home were often filled with the wonders of the 'great adventure', which many called their travels. For almost all these men it was the first time they had been overseas, indeed, many of the Maryborough men had rarely gone out of Queensland and the sights and sounds of such a foreign and strange place as Egypt were wonders indeed. Trooper Nigel G. Ross wrote to his family in Maryborough: 'The Pyramids are about a mile from here and are worth seeing. We will have a look at them at the first opportunity. We are camped in the place where Napoleon shelled Ma'adi many years ago ... I have been appointed a scout and have learnt to signal with flags. My duty will be to go out looking to see where the enemy is.'<sup>17</sup>

The last letters for many Maryborough relatives arrived from Lemnos, the jump-off point for the attack on the Dardanelles, keyed up with enthusiasm and eager to be into the fray, these letters reflect the ebullience of those young men who had joined so willingly without realizing the true terror of warfare. James Kerr, writing from Lemnos at the beginning of April 1915 stated:

It is a pretty place, all hills under cultivation and looking very nice, it is a treat after the sandy wastes we have been seeing for three months. The population is comprised of Greeks who are very clean and respectable, it is a pleasure to be among civilized people again ... On the island there are many other troops, mostly French and French colonials whom I often try to converse with. I have had the pleasure of seeing Britain's mightiest war vessel the *Queen Elizabeth*, whose guns range up to 27 miles. From where we are, which is 35 miles from the Dardanelles, we often hear the bombarding.<sup>18</sup>

Letters such as these were to be the last of innocence, three weeks after Kerr wrote that message to his family the bloody landings at Anzac Cove commenced.

When the troops landed at Gallipoli nothing was known of the event in Maryborough for several days, and even then the disastrous death toll was not announced. Day followed day as the people of the city who had sons and fathers at the front, waited anxiously for further details. Public vilification and open hatred of the enemy, Turkish or German, was heightened with the news that the *Lusitania* had been torpedoed, but still there was no accurate news from the Gallipoli beachhead. That there were casualties was certain, but how many and who? Who were the wounded and who had died? Soon afterwards the casualty lists began appearing in the local press and the names were eagerly scanned. Many were relieved when they found no mention of their loved ones, others were thankful to merely find the report of a wounding. Too many discovered lifelong grief.

As the news of the landings became more detailed and as the death toll mounted, the recruiting figures declined sharply. By June 1915 the minister for defence announced that recruiting figures had shown a marked decline and that it was important the figures be maintained. He added that drafts of reinforcements then being formed were two hundred men short.<sup>19</sup>

After war had been declared a line of men was to be regularly seen outside the Lennox Street recruitment centre, but following the landings at Gallipoli the centre was often deserted. On 15 June, for example, only three Maryborough men applied for enlistment, Thomas Phillips, Alexander Hall and Alexander McIndoe. All three were instantly accepted and sent to Brisbane for initial training.<sup>20</sup>

Letters soon began to appear from the front. Lieutenant H.C. Harvey informed his mother: 'I am suffering from a shrapnel wound in the foot, but the ball has been taken out and I expect to be better in a couple of weeks. I was only twelve hours fighting before I got it, but those twelve hours were hot.'<sup>21</sup>

What these letters may have conveyed to those waiting eagerly at home for real information is difficult to gauge. Each letter was censored and then censored again if it was to be published in the press. Soldiers told of their difficulties, but graphic descriptions and numerical details of casualties, especially the deaths, were carefully edited out. The *Maryborough Chronicle* lamented: 'The last English mail has brought a number of interesting letters from the Front, but ... before we can publish them they must be submitted by us to the Censor in Brisbane.'<sup>22</sup>

Captain Cyril Corser, the son of E.B.C. Corser, the member for Wide Bay, wrote to his father:

I have been very fortunate, having had some fairly close shaves. I at last was shot in the stomach after having been eight days in the trenches, and I can say it was the hardest eight days I ever spent in my life. The bullet entered my right side and followed the muscle round my back and settled in a nest of muscles. The doctors used the X rays and said it was far safer to leave it there than to attempt to take it out.<sup>23</sup>

The types of comments the censors were allowing to be published were brave colonial sentiments which applauded Australian pluck. Private James Kerr, who was uninjured and writing from Anzac Cove, reported of the landing: 'The hills were lined with Turks with machine-guns etc. and we received a very warm reception. We immediately fixed bayonets and charged up the hills driving all before us. The wild colonials did not stop at the first hill but kept going and we gained a lot of ground ... the Australians put up a very gallant fight, and I don't think any other troops could have done better.'<sup>24</sup>

Information that George Stupart had been killed in May was passed onto his family almost immediately, however, details of the young soldier's death were sketchy until several letters were received in Maryborough by the late soldier's father. Captain Cyril Corser, writing from his hospital bed at Heliopolis on 15 May stated: 'I did not see George before he died. He got a bullet through the head and another just about the heart. His suffering would have been small. He was in a trench with seven or eight others. The whole lot were wiped out, either killed or wounded through a machine-gun firing on them.'<sup>25</sup>

However, this report may have been simply the standard letter written to the next of kin under such circumstances, assuring those grieving relatives that the death of their loved ones had been mercifully fast and painless. Another letter from Sergeant E. Kelleher, to his wife, was more frank. It stated:

The advance trenches were close to those of the Turks who were continuously throwing bombs amongst our fellows. The explosion of one meant certain death to several men. Stupart, with great bravery, threw the shells back before they could explode. It was a task which called for the finest nerve and precision, and young George possessed both. Time and again he risked his life to make the trench habitable, and God only knows how many lives he saved. However, the old tale of the pitcher and the well was exemplified a second too late and the bomb exploded in his hands. He was indeed a hero and would have been decorated had he lived. Tell his father that he can be proud of such a son.<sup>26</sup>

Another of Stupart's friends, Sergeant Bob (Robert Alexander) Hunter, who was himself wounded and invalided to St Andrew's hospital in Malta, gave the standard version of Stupart's death. Hunter wrote:

I do not know whether I am doing right or wrong, but I am acting on an arrangement made between us before we entered the firing line, and I might go under myself before it is all over. Well, the poor fellow was in the trench 25 yards to the left of the trench I was in charge of, and about 3 p.m. on either the 1st or 2nd of May, I received this message: 'Pass the word to Sergeant Hunter that George Stupart and Sergeant Dinny Taylor (Bundaberg) were just shot dead with one bullet.' I was in such a position that I could not leave my men as the Turks were keeping us hopping. When things got a little quieter I got relieved for a few minutes to see the bodies, but I was too late, as the remaining men had orders to abandon and fill the trench in, so they took both their pay books and identification discs and buried both where they fell on the top of a hill called Quinn's Post ... Poor George never spoke a word after getting hit, and I don't suppose he would have wished anything better than being buried where he fell.<sup>27</sup>



*A early study of George Stupart Jnr. Later killed in action during the First World War. Source - John Oxley Library print number 73899.*

Another friend of Lance Corporal Stupart added: 'Six others besides were killed and they were buried in when darkness fell, before we abandoned the trenches. This ends that fatal day ... which took all my mates away. I will never forget it as long as I live.'<sup>28</sup>

George Stupart senior later wrote: 'Thank God for such a son, whose record will be treasured as a sacred memory, just as many, very many thousands will be of their sons.'<sup>29</sup>

Bob Hunter, M.B.E. M.M., the man who had written to George Stupart senior, was the father of Maryborough historian Jean Hunter. He enlisted in the A.I.F. in 1914 and was himself wounded at Quinn's Post where, according to later reports, '...his brave acts were already beginning to make him a legendary figure.' He recovered from his wound and was sent to France where he was gassed. He fought in the 1918 push which forced the Germans from the Hindenburg Line. During this campaign he was awarded the Military Medal. After the war Bob Hunter joined the permanent army and served as regimental sergeant-major at Maryborough. He also served in

Toowoomba and became the adjutant quartermaster of the 25th Battalion. In 1940 he was the chief instructor of the Northern Command Training School. Retiring from the army in 1949 with the rank of major, he became mayor of Maryborough from 1956 to 1964.<sup>30</sup> When Robert Hunter died in August 1972 the press reported:

In his younger days, he was regarded as one of Maryborough's best all-round sportsmen and was prominent in rowing, rifle shooting, rugby league, soccer, hockey, boxing and running. He retired from the Army in 1949 with the rank of major after having served for more than 34 years. Mr Hunter was born in Maryborough. As a young man he served in the railways and later worked in a copper mine out west and in a sawmill. He enlisted in the 15th Battalion in 1914 and took part in the Anzacs' landing at Gallipoli. During action there he was wounded twice and one shrapnel wound almost led to the loss of a leg. Mr Hunter was promoted to the rank of sergeant at Gallipoli and was said to have been the youngest sergeant to have led an attack on the peninsula. Later he served in France and on August 8, 1918, was awarded the Military Medal at Cerisy. On August 18 he was gassed while serving in France.

After the war he joined the permanent army and served at Wondai and then at Maryborough until 1935 as regimental sergeant major. He was transferred to Cairns in 1936 and the following year to Toowoomba as adjutant-quartermaster of the 25th Battalion. In 1940 he was appointed chief instructor of the Northern Command training school in Brisbane and in 1942-43 held the same position at Cabarlah near Toowoomba.

Other appointments were: 1943-44, adjutant at L.H.Q. provost training school in Victoria; 1944-45 camp staff officer at Canungra; 1946-47 staff officer senior cadets, Northern Command; 1947-48, area officer Toowoomba and 1948-49 quartermaster 47th Battalion.

He was once nominated by war veterans writing to a former national weekly for the unofficial title of Australia's greatest soldier ... Mr Hunter was executive officer for the Anzac pilgrimage to Gallipoli in 1965 and was injured in a fall while taking part. He received treatment in a Turkish hospital.

He was known by the popular nickname of 'Steamboat'.<sup>31</sup>



News of the many tragedies being experienced on the Western Front and at Gallipoli inspired the people of Maryborough into a deeper, more intense hatred of the enemy. In August that year, with feelings running high, and to mark the anniversary of the opening of hostilities, the staff of Walkers expressed their loathing in graphic style, as the *Maryborough Chronicle* later reported:

At ten o'clock yesterday morning the works of Messrs Walkers Ltd. ceased for a short period and the employees, under the baton of Mr A. Sinclair, sang the National Anthem and other patriotic songs in commemoration of the declaration of war.

At the lower shop of the firm the employees held a unique demonstration. At ten o'clock the men assembled in a circle close to the travelling crane in the yards, and by means of a chain tackle, 'skied' Kaiser Wilhelm's effigy, a caricature of that all important personage, from his helmet and moustache to his leggings. The effigy was, prior to burning, thoroughly saturated inside and out with tar, and when in mid-air, was set fire to amid the jeers of the men who gave their friend the enemy a warm reception by means of bricks, stones, oily waste and any convenient missile they could get. As His Majesty was reduced to ashes the men sang the National Anthem.<sup>32</sup>

One Maryborough man who fought at Gallipoli was Duncan Chapman, and Chapman later claimed to have been the first soldier to land at Anzac Cove. There have been several such claims and in the confusion of the event it would have been extremely difficult to know who actually first set foot on the beach. However, there seems little doubt that Chapman was aboard one of the first boats to reach the beach and was the first man to land from his boat.



*Left: Maryborough soldier, Captain Duncan K. Chapman who is generally believed to have been the first man ashore at Gallipoli.*

*Source - From Anzac to the Hindenburg Line, courtesy of John Andrews.*



*Right: Sergeant Robert (Bob) Hunter M.M. who later became mayor of Maryborough.*

Writing to his brother from the peninsular Chapman claimed: 'To me was given the extreme honour of being actually the first man to put foot ashore on this peninsular, to lead a portion of the men up the hill in that now historic charge. What a hell it was too, and how I managed to go through it from 4 o'clock in the morning of Sunday 25th April to Wednesday the 28th, under fire the whole time, without being hit, is a mystery to me.'<sup>33</sup>

The following year, on the anniversary of the landings at Gallipoli, Chapman's nephew, Ronald Chapman, planted a tree in the grounds of Central School - at the insistence of J.B. Freeman, the head teacher, - in honour of those who had gone to fight at Gallipoli.<sup>34</sup> Duncan Chapman was not to survive the war. Rising in rank from lieutenant, to captain and finally to major, he was killed in action at Pozières in 1916.<sup>35</sup>

However, in Australia, as recruiting figures dropped drastically, more moves were made, both locally, in Maryborough, and nationally, to increase numbers to meet the urgent demand for replacements. One of the methods used to enthruse men was a recruiting train, which called at Maryborough in August 1915. The scene at the Maryborough railway station was one of patriotic fervour as the train, decorated with flags of the allied nations and recruiting posters, steamed into the platform at 7.30 on the evening of 16 August. The train was met by various Maryborough dignitaries, including E.B.C. Corser and a crowd of city residents, all of whom were eager to catch a glimpse of those recruits who had already joined at other regional centres and were now aboard the coaches. Also on board were a few wounded soldiers returning from the front, one of whom carried the regimental mascot, a fox terrier. Following their de-training the entire party was taken, with some ceremony, to the Royal Hotel where, after a meeting in the city hall, many were to be housed for the night. The *Maryborough Chronicle* later reported:

Before the opening of the meeting the City and Naval bands marched from opposite directions in the city to the town hall. The main thoroughfares were crowded with thousands of spectators, the only available means of thoroughfare being the opening made to allow the bands to pass ... never in the history of Maryborough have such unprecedented scenes of enthusiasm been witnessed as in the town hall and the adjacent green last night, on the occasion of the monster recruiting campaign ... As a matter of fact all Maryborough seemed to have turned out en-masse - and every coign of vantage was occupied, whilst long before the actual meeting commenced in the town hall the building was packed to overflowing, the largest assemblage that has ever gathered there. There were almost as many outside as in, with the result that an overflow meeting had to be held on the town hall green, at which the speakers, after their addresses in the town hall, delivered similar stirring appeals.<sup>36</sup>

The appeals were indeed stirring, the young men in the crowds were extolled to come forward and sign and the women were encouraged to support their men and to press for their enlistment. The *Chronicle* continued: 'At this stage Mr O. Morgan, the possessor of a richly toned baritone voice, whose appearances on the concert platform have been too few, gave a magnificent rendering of that stirring song, "Fall In", to a pianoforte accompaniment played by Mr C. Kenningham. The singer was applauded to the echo for his fine effort.'<sup>37</sup>

After this song, one of the recruiters, a Corporal Pickering, stepped forward to speak, and the audience rose en-masse to cheer him. Pickering stood, feet apart at the centre of the stage, and as the crowd fell silent he said:

If you read the last four casualty lists you will find that 2100 men have been put out of action. (Pickering was careful not to say that many of these had been killed). Then you wonder why we want men. The men are tired at the Front through constant fighting, and if you make an advance and have to retire for want of numbers to back you up, it's very heartbreaking. When I left Queensland I tell you straight, I was a bit nervous, but when we saw the wounded coming in at Egypt it made a terrible impression upon us. There was not a coward among us. (Cheers). Your forefathers gave us that great British freedom. Supposing they woke up now and saw how things were? Supposing the ground opened up and they came here? There would not be a man in this room (Applause) ... I want 25 of you here tonight. If you only knew what a fine reception you would get from the boys at Gallipoli, you would be glad to go over there and die a thousand times.<sup>38</sup>

The scenes which followed were wild with patriotic fervour, young women were in tears, young men pushed forward through the crowds, eager to hear the stirring words of empire, the call to war.

Following the wild cheering and applause, Miss P. Kulick sang the stirring national song: 'Your Country Wants You', which was also followed by deafening applause. As the applause died Corporal Garbutt and his mascot fox terrier stepped forward. The dog's feet were decorated with red, white and blue bows. The *Chronicle* reported:

Cheer after cheer rent the air which was renewed with double vigour and lasted for fully five minutes after the speaker had made the simple but stirring appeal: 'Come on you young men, your comrades at the front appeal to you to come forward now.'<sup>39</sup>

After this brief speech the deafening applause and the cheering, dozens of men rose from their seats or stepped from the sides and back of the city hall and walked forward towards the stage. The news report continued:

No fewer than 33 recruits, many of whom appeared to have only passed their 18th year, at once trooped up on the stage in Indian file whilst the audience stood up and roared their approval. Those on stage quickly seized the advantage and with Corporal Garbutt sent forth appeal after appeal for still more recruits. The numbers swelled until the 41st man had risen from his seat, crossed the stage, and been sent downstairs to Doctor Weedon of Brisbane who at once commenced the examinations ... At this stage three further recruits crossed the stage and cheers burst forth anew.<sup>40</sup>

Demonstrations such as this give a clear example of the mass hysteria employed by the recruiters in their endeavours to swell the numbers of troops, not only in Maryborough but all over Australia. As we have seen, it was a time of empire, and few young men, fit, healthy and anxious to be seen as doing the right thing, could prevent themselves being caught up in the patriotic fervour and excitement of the moment.

There was, of course, a darker side to meetings such as the one held in the city hall in August 1915. Those who did not willingly volunteer were often considered as 'shirkers', or 'cold-footers', men who would not go and help their companions. These men were regarded as cowards and traitors to the ideals of British justice and fair play. Men who did not volunteer were often shunned, some received white feathers in the mail as a mark of their 'cowardice'. It is difficult to know what depths of despair these men must have experienced. Many certainly had good reason for not wanting to join, some had families to support and they knew that the meagre six shillings a day offered by the army would never be enough to keep their families and pay the bills. Others had business responsibilities or contracts to fulfil, some, like the mayor of Maryborough who later sought exemption, had civic responsibilities. At least two young men committed suicide in Maryborough during the first two years of the war. Using revolvers, both men shot themselves in their heads. The results of the subsequent magisterial enquiries were simply verdicts of death by suicide, the enquiry not having fully examined what may have led to the men's deaths. These deaths may, or may not, have been caused because of the forceful public campaign to vilify those unwilling to fight at the front, but in light of the powerful emotions which were then prevalent, it seems likely that the men took their own lives rather than face the most determined subversive campaigns being waged against those who had not volunteered.

The twenty-eighth of August 1915 was Patriotic Day, and Maryborough came alive with empire fever. Shops were colourfully decorated with bunting and flags, Kent Street was dressed in flags and emblems of the allied nations, and it was expected that at least £2000 would be raised for the Sick and Wounded Returned Soldiers' Fund. The local press reported: 'Everything points to the day being a huge success, and the occasion one of the most remarkable and memorable in the history of the town. Morning noon and night there will be something to occupy the attention of the public and lighten their pockets for the benefit of our gallant boys who have done all they could for the empire.'<sup>41</sup>

Entertainments planned for the day included a procession, '...the most spectacular and longest of its kind ever seen in this city,' a carnival, a programme of sporting events, a large fete and a concert at the city hall. A *Maryborough Chronicle* reporter, deeply influenced by an almost overwhelming patriotic fever, wrote:

Citizens are mindful of their duty to our brave soldiers who have been maimed in the great struggle in Gallipoli, will not fail to turn out to listen, or to help in singing tonight of the songs in praise of good old Britannia and her Allies and her daughters which form her great colonial empire. This is Patriotic Day and no-one dare deny us the right to display our patriotic feelings, and to sing of, and glory in, the magnificent achievements of our gallant heroes.<sup>42</sup>

Articles in the press continued to appear calling for men at the front, anyone between the ages of eighteen and forty-five was eligible, providing they had a minimum chest measurement of thirty-three inches and a minimum height of five feet two inches. Pay rates included: lieutenants, twenty one shillings per day, sergeants ten shillings and sixpence, corporals ten shillings, and privates six shillings. Various separation allowances were also made, depending upon rank and family sizes.<sup>43</sup>

There is little doubt that those who were experiencing all the terrible conditions at Gallipoli were among the best that Australia then had to offer, the extremely rigid entry requirements ensured that very high standards of fitness were maintained.

Despite the difficulties being confronted by the troops, some managed to retain their senses of humour. On 17 July, 1915, Maryborough soldier Herbert Wilson wrote from the front: 'The Turks use all sorts of rubbish in their shrapnel. One man got about six gramophone needles in his body, and another got a safety razor blade in his lung. I wonder what they will use next. I suppose when they use all the needles they will fire the records and machines at us, and then we will have some music.'<sup>44</sup>

During the war Maryborough was home to a strong Red Cross Society comprised mainly of women who did wonderful work to help alleviate the discomforts of the soldiers at the front. These determined women collected donations and arranged for parcels which were greatly welcomed by the troops. The parcels contained a wide variety of goods; cigarettes, gloves, socks, chocolates, soap, books, writing materials, handkerchiefs, ear muffs, towels, and even pillows. Similarly, Maryborough residents were encouraged to send billy cans filled with small gifts for Christmas. No one knew, of course, where the troops would be for that first Christmas away from home. Boggled down as they were, it seemed that the men would be suffering an intolerably cold, wet and uncomfortable Christmas among the shrapnel and bullet-riddled gullies of the Dardanelles. In fact, as we now know, they were to be evacuated just prior to Christmas. The public responded eagerly to the call for Christmas gifts and Horsburgh and Co., one of the retailers which stocked the billy cans, experienced exceptional sales. The nurses too were not forgotten. Maryborough's mayoress, Elizabeth Blackley, campaigned publicly for these young women to be remembered at Christmas time. In an open letter to the people of Maryborough, she wrote:



Dear Friends, the work of sending billy cans containing articles of Christmas cheer to our brave men at the Front, is one that should receive the help of all our people, but there is another band of noble, self-sacrificing workers that should never be forgotten by us. I refer to our nurses at the Front. These brave women have given themselves entirely to the work of caring for the wounded, the sick, suffering, and the dying. They are often working very hard for 17 hours out of 24, and their patient, tender, loving care has saved many lives, and has won the highest praise and undying gratitude of all who have been committed to their care. That being so, I am sure that our people will gladly agree to assist in the work of sending a little Christmas gift of some kind to our 'Florence Nightingales' who will be far from home and friends at the time of our Christmas festive season. Let us show them that we do not forget them, and that we appreciate their services in this noble work ... Billy cans can be procured at Horsburgh and Co. and Hockleys Ltd. ... The following is a list of suitable articles to select from, but donors can send any other articles they wish: cashmere hose, handkerchiefs, hairpins, safety pins, white small pins, sweets, dainty posy, post cards, stamps, writing material, toilet soap, talcum powder, perfumes, belt buckles, cakes, biscuits.<sup>45</sup>

It is also interesting to see how the soldiers who were being sent to the front regarded their role in the wider scale of things, and more especially their roles as 'Britishers' with that seemingly inherent attitude of superiority over all things and people not of British background. Sergeant Thomas Telford of Albert Street Maryborough, in writing to his parents stated:

After leaving Fremantle we called at Colombo where we had two days, and as I got three hours leave I had a look around. A mob of about 500 niggers came round the ship. Some went in diving for money, others sold fancy goods, and a lot had to do with the coaling. I went ashore and had a good look around. First a number of black kiddies, some hardly able to walk, came up begging for money, and at last I had to turn round and smack them with my stick to get rid of them. Off they went for their lives. Then I took a rickshaw and rode all over the town, the cost being 2/6d. Apparently the custom here if the darkie does not go fast enough is to give him a cut with your stick and this wakens them up.<sup>46</sup>

By December 1915 the first of the wounded from Gallipoli were returning home and the people of Maryborough again witnessed scenes similar to those experienced when troopers from the Boer War had returned. The first of these men seems to have been Private Harry Wedlock, followed a few days later by Private Jack Daniels of the famous 9th Battalion, the first battalion to land at Anzac Cove. When Daniels arrived by train on Saturday 11 December, a large crowd of people turned out to greet him. The press reported: 'Heads craned forward to catch the first glimpse of the returning hero as the train drew to a standstill and a young, khaki-clad soldier stepped out to receive the welcome and hearty grip of innumerable friends. Private Jack Daniels was receiving the deserving recognition of a grateful city.'<sup>47</sup>

Daniels and Wedlock were not carried through the streets shoulder high as had been Trooper Morris and others following their return from the Boer War. The crowd now was suitably subdued, the *Maryborough Chronicle* reporting only that, following a speech by Alderman Fenwick White, (in the 'unavoidable absence of the Mayor'), '...an adjournment was then made across the road to the Soldiers' Club where the returned heroes were regaled with afternoon tea.'<sup>48</sup> For men who had just experienced months of fighting under some of the most difficult and dangerous conditions ever seen in modern warfare, it was indeed a modest welcome.

When Sergeant Fulton returned to Maryborough a little over a week later, a large gathering of about four hundred people, including the mayor, John Blackley, greeted him at the railway station. Fulton had been one of six brothers who had enlisted for the war. Two had been killed at Gallipoli and two others, including Sergeant Fulton, had been seriously wounded. Following a variety of speeches given on the railway platform - and a warm greeting from George Stupart - Fulton was also taken to the Soldiers' Club where afternoon tea was, '...served by lady attendants.'<sup>49</sup>

As 1915 drew to a close, Maryborough people had time to reflect on what the year had brought them - other than war. That the war had seriously affected the economy there was little doubt, and many industries, especially rural industries, were experiencing quiet times. In 1915 Australia generally was suffering from the affects of a severe drought. It was not as severe as the one which had caused great hardships during 1902, but it certainly had significant affects on the rural industry. The burgeoning fruit industry in the district was suffering from the difficult weather conditions, however, the orange crop was reported as being a fair one, despite attack from insects. Pineapples were cropping reasonably well but bananas were not so plentiful. The sugar industry was experiencing its worse crop for many years - in striking contrast to the crop of 1914 which had been one of the best. All the sugar mills were having to contend with short runs. The timber industry was also feeling the affects of the war. Land settlement was slow, primarily because so many men had left for the war, and railway

construction had slowed to a virtual stop. With such a massive reduction in railway construction many timber companies had lost contracts for the supply of sleepers, however, the construction of the Urangan pier was requiring large volumes of timber and this seemed to be helping the ailing industry. Mining too was suffering. The Gympie gold mines had been experiencing reduced outputs for several years and the lack of manpower was doing little to help the situation. Hopes for a new rich deposit of gold at Auburn Falls in the central Burnett proved futile. The coal industry at Burrum was progressing steadily, although the mining companies were also experiencing a loss of manpower. Bores for new coalfields were being put down at Takura by a private syndicate with government backing. The port of Maryborough was also reported as being very quiet.<sup>50</sup>

1916 brought more sobering times. The love of empire was still as strong as ever and determination to see the war through - no matter what the cost - seemed to be strengthening. Yet the casualty lists were long and bitter. Commonwealth forces were listed as having lost more than 37,000 men, some 6340 having died, and even these were vastly conservative estimates. Many people were deeply troubled that the war seemed to be dragging on for far longer than had been expected. How long could such casualties be sustained? The *Maryborough Chronicle* editorialized:

Who would say that Australia could have allowed her kinsmen overseas to take the whole burden upon their own shoulders? We have not done so, but have shouldered our share and are prepared to do more; (and we) are even today working strenuously to fill up the thinned ranks with fresh men. If there is any room for self blame it possibly lies in the fact that more was not done at an earlier stage. Whatever dilatoriness may have been shown in this direction is, however, understandable. So far removed from the seat of war, so secure in our isolation, it was difficult for us to realise how serious this conflict really was. The optimistic speeches by some of the nation's most trusted statesmen in the early stages of the war were apt and did lull us into a sense of false security. But now the scales are gradually falling from our eyes and the realisation is coming home, even to the most unthinkable, that this time there is to be no doing it by halves. Our best brains and toughest muscle must be given, and freely given. There will be further casualty lists, but of this one may be sure, that the greater the numbers of men sent, the sooner will the war be ended.<sup>51</sup>

Despite lengthy public monologues in similar styles, recruitment figures remained disappointingly low. The *Maryborough Chronicle* never hesitated to publish reports which favoured higher recruitment figures, including some reports - especially those of atrocities allegedly being committed by the Germans - which were clearly either complete fabrications or gross exaggerations of the truth. One report, quoting a letter written by, 'an Australian', claimed that the Germans were burning despatch riders with petrol, pegging out captives with lances, stamping prisoners' faces with the heels of their boots, shooting farmers as they worked their fields, and executing clergymen. The report continued, '...the shepherd of a lonely farmhouse failed to produce bread and had his head blown off. A young mother at Bailleul who was unable to produce sufficient coffee to satisfy the demands of twenty-three German soldiers had her baby seized by one of the latter and its head dipped in scalding water.'<sup>52</sup> Such claims, even though they may have been true, were certainly not provable, and their attribution was suspect, to say the least. Reports such as these were clear indications that the newspaper - like many other mainstream publications of the time - was strongly advocating further recruiting.

Shortly afterwards came the extremely disconcerting news that Lieutenant Frederick Charles Youden, a member of the 15th Battalion, much of which was comprised of men from Maryborough and Wide Bay, had been captured, along with about twenty-six other soldiers during the fighting at Gallipoli and that all the men had been subsequently executed. Quoting eyewitness reports of the massacre, Maryborough soldier, Sergeant Robert (Bob) Hunter stated: 'On August 6-8, 1915, at Sari Bair, Gallipoli, Lieutenant Youden was cut off with a party of about 26, who were forced to surrender. The German officer ordered them to be stripped, laid face down and shot. One man who was not killed was carried in (to the Anzac lines), and told the tale, dying two hours later.'<sup>53</sup>

A letter written to the secretary of the Patriotic Committee at the council chambers in Bundaberg from the Government Information Bureau on 7 March, 1916, reported:

Dear Sir, I have received the following from Cairo. 15 A.I.F., C. Coy, F.C. Youden, 516. promoted lieutenant. Witness says he was in the attack on Hill 60 on 8/8/15. During the attack Lieutenant Youden came up from the left and took charge of about 30 of them who were together. Youden was wounded in the leg and his left hand was shattered. He bound up his hand roughly, and after continuing firing for ten minutes Youden saw the Turks break through on the left, and called out, 'It is no good boys, we will have to throw down our arms and surrender.' Witness at once got away as quickly as he could. In his opinion most of those who stayed must have been captured. Refer, Anderson, Private G., 1154, D. Coy, 15th A.I.F., Moascar Camp, Ismailia.<sup>54</sup>

How much truth there is in this statement is difficult to assess. According to Lieutenant Youden's nephew, Richard Youden, who now lives at Vacluse New South Wales, Lieutenant Youden was, '...born in 1882 and was killed in action on 6 August, 1915, during the abortive attack on Hill 971 (also known as the heights of Abdel Rahman Bair) by the 14th and 15th Battalions.'<sup>55</sup>

According to Doctor Peter Stanley, the head of the Historical Research Section at the Australian War Memorial, the theory that Youden may have been summarily executed at Gallipoli is plausible, however, Doctor Stanley adds: '...Whether twenty-seven Australians could have been so killed is less likely but still plausible.' Doctor Stanley reasons that since it is a fact of recorded history that Australians killed prisoners, both at Gallipoli and on the Western Front, he sees no reason to suppose that the Turks would not also have summarily executed prisoners. However, Doctor Stanley adds that the story is probably only a, '...furphy fed by popular prejudice.'<sup>56</sup>

Official Turkish sources have claimed no knowledge of the killing of Youden and the other men. Professor Reşat Genç of the Atatürk Supreme Council for Culture and Languages in Ankara, where much of the archival materials concerning the Gallipoli campaigns are housed, claimed in February 1994 that there was no information at that institution concerning the death of Youden.<sup>57</sup> Similar responses have been received from two other Turkish research centres, the Genelkurmay Başkanlığı in Ankara and the Başbakanlık Devlet Arşivleri Genel Müdürlüğü in Istanbul.<sup>58</sup>

The *History of the 15th Battalion*, written by Lieutenant T.P. Chataway and published in 1948, claims that the executions certainly took place. Chataway, quoting eyewitness accounts, claimed that Youden, with men from C and D Companies of the 15th Battalion, was following another group of soldiers who had come against the crest of a ridge and had disappeared down a steep gully. Youden and his men allegedly followed into the gully but, '...no trace of them was ever found.' Chataway reported:

The story of Youden's fate as told by Private H. Ludbey, who was a 'D' Company runner attached to Headquarters is that he was sent on a message to Youden who had a mixture of 'C' and 'D' Company men with him, two of these men being Sergeant Rose and Private Charles Armstrong, both of 'D' (Company). Youden was wounded and Ludbey was bandaging his hand when suddenly a party of Turks appeared in the gully. A shot was fired by the Turk officer at Youden and he fell to the ground. Then a volley was fired into the remaining men of whom Ludbey, alone, survived, though he was seriously wounded in several places. Armstrong and Rose, with a few men who were behind Youden, smelt a rat at the first shot and streaked for cover, and effected their escape. The Turks ratted the dead men for tobacco, boots and puttees (including Ludbey, who was alive but shamming dead). They then passed on further up the gully looking for new prey. Ludbey, when all was quiet, crawled to the various men to see if they were dead and when he found they were, he collected what pay-books and identification discs he could and then crawled painfully up the hillside and managing to attract attention of some 16th Battalion machine-gunners was carried in by one of their number. Then he was passed down to the 14th Battalion dressing station where Captain Loughran attended to him. On the way down Ludbey saw Major Carter and told that officer of his experience.

It was after the retirement that Major Carter, in addressing some of the men behind the position taken up by Captain Rose and his machine-gunners, told the story of Youden's death, but in his recital stated that the Turk officer called upon Youden and his men to surrender which they did.



*Member of the 15th Battalion, Lieutenant Frederick Charles Youden. The question still remains, was he summarily executed at Gallipoli?*

**Reproduced with the permission of Richard Youden.**



Immediately upon their laying down their arms, the Turk gave the order to fire and a volley came. Rose and Armstrong were mentioned as being two of the party and their escape was managed in the manner described by Ludbey.<sup>59</sup>

Youden had been a popular man in the battalion, he was a talented pianist who, prior to the troops embarking for Gallipoli from the island of Lemnos had, '...enlivened the nights with many a tattoo on the piano...'<sup>60</sup>

Sergeant Robert Hunter, the man who had reported the events surrounding Youden's death, later wrote many accounts of his experiences at Gallipoli, reports which are today in the hands of his daughter, Maryborough historian Jean Hunter. Unfortunately, although Sergeant Hunter frequently mentions Youden, nowhere in these reports does he write of the executions of Youden and the soldiers under his command.<sup>61</sup>

By February 1916 news was coming back from the evacuated troops that the billy can gifts sent months earlier had reached their destinations and had been much appreciated by the troops. Over the following months many Maryborough residents received thanks from the men. In the tedium of military life, with monotonous rations, presents such as Christmas puddings, chocolate and cigarettes were prized items. One soldier wrote to Miss Francis Hunter of Mary Street:

Just a few lines to thank you very much indeed for the Christmas billy and your very good wishes, also to let you know how acceptable these gifts were among the Australian forces ... the contents of these cans helped to sweeten up the otherwise very plain Christmas dinner. These cans were all distributed at 9 o'clock on Christmas morning by two Australian ladies at our particular camp, and as they will probably inform your committee, the cheering for the ladies of Australia might have been heard for miles ... This occasion will live long in the memories of a big number of Australians.<sup>62</sup>

25 April, 1916, was a solemn day in Maryborough. So many had died at Gallipoli and the wounds of grief had not even started to heal. As we have seen, Ronald Chapman, the nephew of Lieutenant Chapman, allegedly the first man to have landed at Anzac Cove, was allowed to plant a tree in the grounds of Central School in honour of those who had fought at the peninsular.

Dawn services such as we see today each Anzac Day were not then in vogue, but a poignant service was held at 3 p.m. at the rotunda in Queen's Park where bands played the national anthem and flags were flown at half mast. That evening there was a gathering at the city hall which was packed with people long before the appointed hour. Returned soldiers, those who had been invalided home, were guests of honour and seated in the front row. Mr F.P. Parkinson, the president of the Anzac Committee, made a lengthy speech during which he lauded the efforts of the men who had fought and died at Anzac Cove. The King had sent a telegram to the mayor, Alderman H.A. Reed, which read:

Tell my people of Australia today I am joining with them in their solemn tribute to the memory of their heroes who died at Gallipoli. They gave their lives for a supreme cause in gallant comradeship with the rest of my sailors and soldiers who fought and died with them. Their valour and fortitude have shed fresh lustre on the British arms. May those who mourn their loss find comfort in the conviction that they did not die in vain, but that their sacrifice had drawn our peoples more closely together and added strength and glory to the Empire.<sup>63</sup>

Ironically, shortly after this service, one of Maryborough's leading business houses, W. Boys and Sons, offered for sale, 'Kolonial Turkish Towels, 1/11d per pair,' with a drawing of a Turkish character holding one of the towels.<sup>64</sup> In the Maryborough of 1916, only a week after the city's first Anzac memorial service, and when relatives were still deeply mourning those killed at Anzac Cove, such an advertisement would almost certainly have been regarded as the ultimate in bad taste, and especially so as the owners of Boys had a son, Walter, fighting in France.

Three months later Captain Walter Granleese Boys, known to his many friends as Ponto, was also killed on the Western Front. Walter Boys had been well known in the district. Born in Brisbane on 7 April, 1890, he had arrived in Maryborough with his family in 1900 and was educated at the Grammar School. He later managed the country orders section of W. Boys and Sons and spent a great deal of his time travelling throughout the region where he made many of his close friends. He had fought at Anzac Cove prior to being transferred to the Western Front in 1916.<sup>65</sup> He was killed in France on 5 August, 1916. His elder brother, William, took control of the company upon the death of his father in 1934. William died at his home in March Street on Monday 12 October, 1970.<sup>66</sup>

By now, however, recruitment figures for the war had fallen so low, and the need to fill depleted ranks was so great, that Prime Minister Billy Hughes was forced to press forward with his highly controversial conscription issue. For the following two years, through two referendums, Australia was to be largely divided over the question, those for conscription and those against. The unionists, traditional supporters of Labor policies, strongly opposed conscription and threatened a general strike across the nation if conscription came into force. One Maryborough journalist was incensed at the union actions and soon afterwards wrote: 'This motion (the proposed strike) was defeated, but it serves to show the disloyal nature of many of their minds. It may be well to point out here that those opposed to conscription hold a certain cure in their own hands, and that is by making it unnecessary. This could be done if all the labour and union bodies were to constitute themselves assistant recruiting committees and energetically help the local War Council by personal canvassing amongst the cold feet brigade.'<sup>67</sup>

In September 1916, just prior to the referendum which would decide the issue, Prime Minister Billy Hughes stated:

Though Europe has been drenched in blood, her countries ravaged by fire and sword and her women and children polluted and murdered, not the faintest breath of such horrors has touched Australia's favoured shores, though many of Australia's soldiers have died on the battlefield. The nation, in its own home, has pursued its peaceful way as though war did not exist. Now is the hour when the tide of battle seems turning in our favour. A supreme duty is laid on the Commonwealth and victory can only be achieved by a tremendous effort on the part of the allies. That effort must be made now. To relax our efforts means defeat ... This is a war to the death.<sup>68</sup>

Shortly afterwards a meeting under the auspices of the Maryborough Universal Service League, in support of the conscription issue, was held at the city hall. It too was a patriotic event filled with rhetoric and the supposed need of the 'boys at the front', at the end of which a motion was carried in favour of the introduction of compulsory service.<sup>69</sup>

Yet despite all the oratory and patriotic meetings, the 1916 referendum rejected conscription, and those men who had already been conscripted - Hughes had anticipated a resounding 'Yes' vote - had to be released from the training camps. W.M. Hughes later reluctantly stated that the compulsory service camps would be disbanded after the men in them had completed a month's training from the time they had entered the camps, a period which was almost over. The *Maryborough Chronicle* lamented: 'A vast sum of money, both in taking the referendum and conducting the camps throughout the Commonwealth thus has been practically wasted, and that at a time when waste can be ill afforded. The final result emphasises the unwisdom of calling out the men and establishing the camps before the referendum was taken.'<sup>70</sup>

The referendum decision left open the problem of how to fill the depleted ranks of those serving on the Western Front. And the ranks were indeed severely depleted, especially after the disastrous fighting which had taken place on the Somme from July that year. With the need for recruits steadily mounting, a State Recruitment Committee was formed with the express purpose of visiting businesses in order to impress upon employees the need to enlist. The committee visited Maryborough in February 1917, addressing workers at Alex Cambell and Sons, Walkers, Stuparts, and several other firms in their drive for men.<sup>71</sup> However, these efforts were only marginally successful. A few weeks later the recruiting officer of the committee published an open letter to the single men of Maryborough in which he called for recruits, claiming that a further thirty thousand men would make the difference between a quick victory and prolonged war. He added, rather ominously: 'PS - I am writing to the married men next.'<sup>72</sup>

One of the most unusual letters to have been sent to Maryborough by an Australian soldier was certainly that of Private William Angell. On 25 January, 1917, Angell and his battalion were steaming outwards bound from Sydney to Fremantle, en-route for Europe when they decided that they would send a letter to: 'The Wide Bay News, Maryborough Queensland, Australia.' They wrote: 'On board troopship *Ayrshire*, A.33. One day out from Sydney. All doing well and having a good time.' They then placed the letter in a bottle and threw it overboard. That letter was eventually found on a beach near the border between New South Wales and Victoria - although the date of its discovery has not been recorded. The man who found the bottle wrote on the letter: 'This note was found at Betangabee Bay, near Green Cape, Isaac Warren.' The letter was finally returned to Angell's grand-daughter, Lynn Ussher, in Maryborough.

Angell was the son of Frank and Amelia Angell of Tooley Street Maryborough. He had enlisted in the A.I.F. in December 1916 and was sent for training to Fraser's Camp, Brisbane. The *Ayrshire* landed its troops at Devonport, England on 11 April, 1917, and Angell fought firstly in the trenches at Armentières. He was wounded on 27 March, 1918, at the Somme and wounded again in August that year. Yet he survived the war and upon his return to Maryborough in March 1919 he was given a hero's welcome at the city hall.<sup>73</sup> His brother, Walter



*William Angell and his fellow soldiers. Back row: T.W. Rasey, F. Brookman, E. Milne. Front row: William Angell, J. Clark, S.W. Cowley, and J.W. Knight. This photograph was taken at Codford on 17 September, 1917 when the soldiers were undergoing isolation for mumps. Courtesy Jim and Lynn Ussher.*

Angell, also fought in the war, was wounded at Gallipoli, taken to England and finally repatriated to Australia, being discharged in January 1917.

### The German Expatriates.

When war with Germany was declared in 1914, families of German descent then resident in Australia were left in an invidious position. Seen by many as the natural enemy, they were reviled and mistrusted, some residents believed that all Germans should have been rounded up and either forced into camps or deported. Shortly after the outbreak of hostilities a mandate was issued by Commonwealth authority that all German residents would have to register their names, and swear not to undertake any acts (such as spying or sabotage) which might harm the British and Australian war effort. There was some consternation, voiced in the press, that despite such assurances the German migrant could never withdraw his allegiance to his kaiser and would always be a threat to Australian security. This was especially so as Australian immigration laws prevented migrants from taking out Australian naturalization for two years after their arrival. Under this restriction all those who had arrived after 1912 still technically owed their allegiance to the kaiser.<sup>74</sup>

It is difficult today to know of the depths of abhorrence and discontent which existed in Maryborough over this problem during the war years. But of one thing we may be sure, it was a bitter issue which inflamed many hatreds and caused a minor furore in the local press. One German resident, after reading many claims concerning the Germans living in the region, was moved to write:

A man of about 60 to whom I was speaking the other day, got so aroused that he appeared quite young again and said, 'If it came to the defence of our house and home, here in Queensland (against enemy invasion), I'd be all there as old as I am, and even the Kaiser, if I could get hold of him, would feel the weight of this.' But there were other articles (published previously in the *Maryborough Chronicle*) from the pens of different ones that were so full of fire and brimstone, in fact they seemed to be charged with that infamous gas of which we hear so much these days. In fact, some of the writers I believe would glory in a civil war. 'British Australian' (a letter writer to the newspaper) says, 'A German is a German and can never be anything else. Every German is an enemy to us by the action of his people which he fully approves.' This is an emphatic deliberate lie. I can give that gentleman instances of German parents whose sons are at the Front already. And then this gentleman, judging him by his letter, would boycott and starve the poor parents who are living peacefully in our midst. Shame, and thrice shame on him and all those of his clan.<sup>75</sup>

A serious altercation also occurred when the manager of Hockleys Limited dismissed two men when, in October 1915, an engineers' award was brought into force which stipulated that all engineers were to be paid a minimum of 12/6d per day. The men, Lionel D. James and a German blacksmith named Loof, both had families to support and the sacking came as something of a shock. Hockleys' management had advised them that staff numbers had to be trimmed because of the added wages burden. However, two weeks later, finding that they could not do without a smithy, Loof was sent for and re-employed. The fact that the company had re-employed a German rather than an Australian caused a minor social furore in Maryborough. Hockleys later bowed to public pressure and again dismissed the German immigrant.<sup>76</sup>



In Kingaroy a former Maryborough journalist named Archibald Blue was killed by a German migrant after the two men had argued over a press report written by Blue. According to contemporary news reports, Blue, forty-nine years of age, who had come with his parents to Maryborough from San Francisco, had called public attention to the fact that the German, a man named Adolf Hoffman, had allegedly been distributing leaflets calling for a 'No' vote at the coming federal referendum over conscription, something which Blue - and evidently many others - saw as a decidedly unpatriotic act. The argument had come to blows and Blue had been seriously injured. As there was no doctor in Kingaroy at this time, Doctor Lee Garde in Maryborough was sent for. Garde travelled by train to Kingaroy but by the time he reached there Blue had died. The matter was reported to the Maryborough police and Inspector Toohey left by train for Kingaroy on the following Monday morning. Toohey held an investigation and Hoffman was subsequently charged with causing Blue's death.<sup>77</sup>

The *Maryborough Chronicle* later reported: 'The tragic death of Mr A. Blue, proprietor of the *Kingaroy Herald* was received with expressions of deep regret by many townspeople of our city, the family to which deceased belonged being very widely known in Maryborough. Several of our citizens journeyed to Kingaroy on Monday to pay their last respects to the deceased ... the funeral was the largest seen in Kingaroy.'<sup>78</sup>

Hoffman went to trial on a charge of murder in November 1916. However, it was disclosed at the trial that Hoffman had not been distributing subversive literature and that the injuries he had inflicted upon Blue were not intended to cause his death. The jury found him not guilty and he was discharged from custody.<sup>79</sup>

Cases such as this did little to enhance public acceptance of German immigrants at this time, and vilification of people of German descent was to continue, almost unchecked, for the remainder of the war.

Early in the conflict young men with German sounding names had been accepted into the military, but as feelings against the German people heightened, anyone whose name sounded of German origin was immediately refused entry. This and other obvious discriminatory actions, such as the investigations of German migrants, was anathema to most people of German descent. Jacob Stumm, the member for Lilley in the House of Representatives made an emotional statement to the public which the *Maryborough Chronicle* later quoted:

Mr Jacob Stumm ... said he happened to be of German descent. He had lived in Queensland for 65 years, and his father had become a naturalised subject before the German Empire was established. He, (the speaker) came to Queensland as a baby and regarded himself as a Queenslander and an Australian. There were ten members of the Stumm family in Queensland and seven of them were doing their duty. One, he was sorry to say, would never come back.<sup>80</sup>

If the people of Australia had believed that the 1916 referendum on conscription was the last of the issue, they were mistaken. By March the following year it was again strongly on the government agenda, especially in the lead up to the forthcoming by-election. The conscription issue and the loathing of all things German went hand in hand. One correspondent to the *Maryborough Chronicle* severely chastised a man who publicly supported an anti-conscription stance claiming that during the lead up to the 1916 referendum he had, '...collected funds for the anti-conscription funds, be it noted, from German farmers at Munna, when open disloyalty should long ago have placed them in the internment camp.'<sup>81</sup>

## The War Drags On.

As the war dragged interminably on, so the tragedy of it heightened for the people of Maryborough. One by one, in a steady terrible stream, the telegrams arrived telling of the deaths of those fighting on the Western Front and in the Middle East. These telegrams were often followed by brief messages from those who had known the soldiers prior to their deaths. Tragic, painful letters for both their authors and their recipients.

Lieutenant Norman E. Waraker wrote to Lieutenant-Colonel W. Lee after the death of Lee's son, Major W.H. Lee: '...I hope you will not mind my writing to express my heartfelt sympathy at the loss of your son ... He was a man who knew no fear, absolutely.'<sup>82</sup> Private J.W. Proctor wrote to the parents of Private George McLeod at Torbanlea:

...George and I were in a shell hole together, but had not been there long when George was hit ... with a piece of shrapnel. It went in through the right hand side top pocket, through his purse, pay book and two other books ... the stretcher bearers patched him up but had to leave him there ... I was with him about half an hour while the barrage was on, and then we had to move forward so I had to leave him there ... the next morning I went back to see if the stretcher bearers had carried him out and you can tell what a shock and a pain it was to me to find him dead ... I miss him so very much, we had been such good mates.<sup>83</sup>

Lieutenant-Colonel Harold Pope wrote to Mr W. Stevenson at Howard when Lieutenant F.W. Stevenson was killed, '...it is when the fighting is on that one can appreciate a man's true worth. It was, for instance, particularly brave and steadfast of your son, after being buried in the same dug-out with young Norman, who was killed near Lagnicourt, to continue on duty, and this was quite typical of all he did.'<sup>84</sup>

The letters of sympathy continued to come. Private Percy Cozens died in September, Private Thomas Wilson just twelve days later. Private James Rose, one of the men who had enlisted at that memorable patriotic recruitment meeting in the Maryborough city hall also died in September 1917, leaving a widowed mother, his father having drowned when the former labour schooner *Dancing Wave* had been sunk in January 1913. Private Walter Kerr, Private Arthur Wilson, Private George Porter, Major Rupert Hockley, and many more deaths, all deepening the horror and despair of those who were left behind to weep and grieve. Patriotism remained, but the sheer gaiety of it disappeared during those dark grim years as the hundreds of deaths mounted into thousands and then millions.

Newspapers generally were profoundly pro-empire and the *Maryborough Chronicle* was no exception. Letters to the editors were also, generally, pro-empire and those who pleaded for more men, more arms, were very much in the majority. Anti-conscriptionists and conscientious objectors were not barred from making their feelings known through the pages of the press, however, few took advantage of this freedom, feelings were running high, and to express any kind of anti-war sentiments during this time was to invite accusations of treachery - possibly worse.

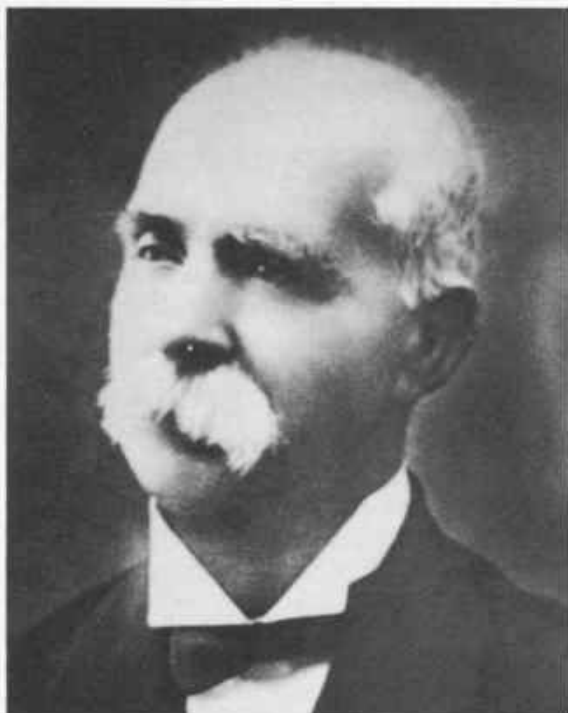
As the death toll peaked, so recruitment fell. The federal government placed a second referendum on the agenda for December that year, but despite considerable lobbying by W.M. Hughes and his party for the people of Australia to vote 'Yes', the results confirmed that the public had had enough of war, they were not ready to send unwilling men to fight. In any case, such a move was unnecessary, by the middle of the following year the final campaigns were taking place and in November the armistice was signed. When news of the peace arrived in Maryborough, the city came alive with celebrations which lasted for several days. The *Maryborough Chronicle* reported:

The delirious excitement of Monday night when an unparalleled scene of wild enthusiasm prevailed until the early hours of the following morning having subsided, the celebrations in Maryborough yesterday in commemoration of Germany's capitulation and the end of the World War took on a more subdued tone. The city was early astir and Maryborough awoke to find the whole place gaily bedecked with bunting - hardly a house but brought to light some coloured streamer - the Union Jack and flags of the Allies everywhere, lines of waving streamers across the main streets and flags flying from every flagpole and almost every vehicle. All hotels were closed and the day was observed as a closed holiday. About 10 o'clock thousands of people commenced to throng the main thoroughfares which soon became densely packed with a jubilant crowd, its pivot centring upon the Town Hall green whence a fine procession shortly afterwards moved off through the town into the gardens and participated in a monster thanksgiving service ... around about the rotunda the gatherings surged, crowded beneath gallant rows of flags, big and little proudly floating on the breeze which set them off to full advantage, whilst the rotunda itself and the platform erected therein liberally shared in the general patriotic colour scheme. Altogether the day's proceedings were deeply impressive and the day should live for all time as one of the most memorable in the history of the community.<sup>85</sup>

There were, of course, many Maryborough men who went to the front during the war and all too many did not return. Yet one who did return deserves special mention for his career during those four years was nothing short of brilliant. Harold Beiers, whose mother, Mrs J. Beiers, lived in John's Lane, Maryborough, enlisted as a sapper in the Field Engineers but it was every man's dream at that time to join the ranks of the prestigious Light Horse, and after transferring to a Light Horse school he quickly qualified for a commission. Later he was persuaded to transfer again to the infantry as they were to be sent to the front sooner than the Light Horse. He was promoted to captain with relative ease and left Australia in 1915 as second in command of a company of the 17th Battalion. He went with his men to Egypt and then to Gallipoli, landing on the peninsular in August that year. He participated in the very severe fighting on Hill 60 during the Suvla Bay campaign where the Australians lost a large number of men. He was then sent to Quinn's Post with his battalion and remained there until he was wounded and transferred to a hospital ship where he was operated upon before being sent to a hospital in Malta. He rejoined his battalion in January 1916 in Egypt and was sent to the Sinai Peninsular. Later he was transferred to France, landing with his troops at Marseilles. During the following years he saw heavy action on the Western Front. He won the Military Cross during the very heavy fighting at Pozières and was twice mentioned in despatches. He was wounded again before being sent on a course at the Senior Officers' School in Aldershot (U.K.) where he qualified for the rank of lieutenant-colonel. The rank was later confirmed and he was promoted while fighting again at the front. He met and fell in love with a young French woman and soon afterwards married her. Upon his return to Australia the *Maryborough Chronicle* stated:

Only on one occasion was our young townsman defeated, and that occurred in Marseilles. There he met a charming young French lady who is now Mrs Beiers and is accompanying him on his visit to his people. Mrs Beiers speaks English fluently and is an accomplished lady. She is delighted with Australia and is immensely pleased with her adopted country.<sup>85</sup>

One of the most decorated and widely known local soldiers of the Great War was Major-General Sir Thomas William Glasgow, K.C.B., C.M.G., D.S.O., V.D. Glasgow was born at Upton Bank, near Tiaro on 6 June, 1876. After leaving school he worked with the Queensland National Bank at Gympie and later joined the Royal Australian Garrison Artillery. He saw action in South Africa during the Boer War where he won the Queen's Medal with five clasps and the D.S.O. He served gallantly at Gallipoli, leading the attack on Dead Man's Ridge on 7 August, 1915. The attack was beaten back by the Turks but Glasgow and five other men remained behind to cover the retreat and to recover the wounded. The following day he was appointed command of his regiment.



George Stupart,  
Maryborough businessman and mayor, 1890.  
Source - Maryborough, Wide Bay and Burnett  
Historical Society.



Major General Sir Thomas William  
Glasgow, K.C.B., C.M.G., D.S.O., V.D.  
Source - Palma, 1956, page 33.

Prior to his arrival in France Glasgow was given command of a brigade. From 1916 to 1918 he served in some of the most terrible fighting on the Western Front, including campaigns at Messines and Villers Bretonneux. After the war he entered politics and became a member of the Senate. He later became defence minister and subsequently high commissioner for Canada. He died in July 1955.<sup>87</sup>

One Maryborough businessman who, as we have seen, had lost a son during the war, was George Stupart, and Stupart too was not to survive the war. Already in frail health, the loss of his son at Gallipoli affected him greatly, adding to the grief he had felt when his eldest son, Ernest, had been killed by accident in Sydney in November 1911.<sup>88</sup> So well known and respected was Stupart that the *Maryborough Chronicle* reported at the time of his death:

Mr George Stupart is dead. It is an announcement which will be received with profound grief by the whole community throughout the city of Maryborough and the Wide Bay and Burnett district, but it will occasion no surprise because the frail condition of our estimable citizen for the past year or more had prepared the public for this sad event at any time. He passed away peacefully, at about 6 o'clock yesterday morning at his residence, 'Stirling', North Street. He had for the past few years been residing chiefly at Pialba, but came up to town to attend the last show and had since remained in his town residence. So passes one who had fully earned the title of Maryborough's first citizen, her Grand Old Man.<sup>89</sup>



George Stupart was born at Stirling, Scotland, on 28 February, 1841. When he was a young man he travelled to London where he trained in the drapery business. At the age of twenty-two years he emigrated to Australia, landing at Brisbane in 1863. He later opened a store at Ipswich, witnessed the turning of the first sod of the first railway in Queensland from Ipswich to Toowoomba, and opened small branch stores at Laidley, Gatton and Fountain's Camp. When gold was discovered at Gympie in 1867 Stupart joined the rush and in addition to gold digging opened a store in partnership with John Young. In 1871, also in partnership with Young, Stupart opened a modest drapery shop in Maryborough which they called the Drapery Palace. Young retired after a few years and Stupart purchased full control. He sustained large losses in the great fire of 1876, the shop being totally destroyed. Further losses were experienced at new premises during the 1893 flood.

Stupart died on Friday 19 July, 1918, and was buried at the Maryborough cemetery the following day, his long funeral cortege being led by the Naval Band with draped drums.<sup>90</sup>

For Maryborough, the war ended with great sorrow. Many had died and hundreds more had been wounded, some very seriously. And even after their return home a few of the soldiers continued to die. In August 1919, Private Richard Warne M.M. was travelling home to Owanyilla to see his parents for the first time in three years. He had returned to Australia aboard the steamer *City of Melbourne* and had travelled by train from Melbourne to Brisbane and then aboard the night train from Brisbane to Owanyilla. Just before dawn on the morning of 25 August, Warne gathered together his belongings, a kit-bag, an overcoat, and several parcels which included a camera, two boxes of chocolates and a box of strawberries. He said goodbye to his friend, Private George Scott Black, and as the train slowed to approximately fifteen miles per hour he jumped into the darkness knowing that the train was not scheduled to stop. He hit a rock at the side of the track and fell unconscious, one of his legs almost severed. He lay there until after dawn when a young woman named Eva Lay, the keeper of the railway gates at Owanyilla, found him. An ambulance was sent for, arriving an hour afterwards, but it was too late. Warne was being taken to the Maryborough hospital when he died near the Tinana School.<sup>91</sup> Warne's father, Richard, a farmer, aged forty-six, was convinced that there had been foul play. He believed that his son had purchased several pieces of expensive jewellery at the famous jewellers and gold dealers Flavelle Brothers in Brisbane. No such jewellery had been found in his son's kit and the soldier's father was sure that his son, after being robbed, had been deliberately struck on the head and thrown from the train. There seems to be no evidence that this was the case, and indeed, a witness later testified that he had seen the soldier jump into the night.<sup>92</sup>

The officer who had led Australian troops at Gallipoli, General Sir William Birdwood, visited Maryborough on Saturday 15 May, 1920. Arriving from Bundaberg with his A.D.C., Major J.H. Pain, D.S.O. The general was welcomed by the mayor, Alderman Isaac Bushnell, and entertained at a lavish reception in the city hall. The stage of the hall was decorated with the flags of the allies, and over the mayor's table where Birdwood was also seated, a Union Jack had been draped.<sup>93</sup>

In acknowledgment of the sacrifices made by Maryborough men during the war it was decided at municipal council level to build a war memorial as a tribute to the dead. The memorial was inaugurated on 31 May, 1920, at a public meeting held in the council chambers and presided over by the mayor, Alderman Isaac Bushnell. There was some discussion over whether the memorial should be erected in Queen's Park or at Ululah, but



'March for Freedom' 2 November 1918. Mayor and lady members of the Imperial Service Club, and aldermen in front of city hall. Source - Maryborough, Wide Bay and Burnett Historical Society.

Queen's Park was finally thought to be the better location. Using money from various appeals and donations, the memorial was constructed over the following two years. It was officially dedicated on 19 November, 1922, with a moving ceremony, flags at half mast, wreaths being laid and prayers being said for those who had been killed.<sup>94</sup>

Granville sent more than fifty soldiers to the Great War, eleven of whom did not return. An honour tablet was dedicated in 1920 but this was merely a temporary measure until a more substantial monument could be commissioned and erected.

The Granville memorial to those who fell during the war was dedicated on 3 April, 1921. The ceremony was performed by John Huxham, the education minister.<sup>95</sup>

A special mayoral victory ball was held in the city hall on the evening of 29 April, 1919. Proceeds of the ball were donated to the April Memorial Celebrations Fund to aid returning soldiers. The ball, at which two Maryborough ladies, Leila Clark and Minnie Gataker, made their debuts, was probably one of the most spectacular ever held in Maryborough. Under the auspices of the mayor, Alderman E.H. Warry and his wife, the event received wide community support. Architect P.O. Hawkes and the display artist for Finney Isles and Co., W.T. Jones, were responsible for the decorations. The *Maryborough Chronicle* reported:

Suspended from the ceiling will be an enormous model airship, thirty feet long, also two mammoth umbrellas draped with coloured papers, each of which will be lit up with electric bulbs from the interior. The drapings of the interior and also of the lounge and supper rooms have been carried out in a most artistic manner and present a magnificent spectacle. New features will embrace the much sought for shadow dance, the whole of the dancing hall being thrown into immediate darkness and coloured slides thrown onto the dancers.<sup>96</sup>

Two large marquees were erected on the city hall green, one on the western side and the other on the eastern. One was used to serve a supper to the guests and the other was reserved for, '...the sterner sex for cards, smokes etc...'<sup>97</sup>

The main hall was decorated with the national standards of the Allies and a, '...conspicuous place,' was given to a Turkish banner which had been captured by Warrant Officer D.R. Needham at the Battle of Magdaba on 23 December, 1916. The banner had originally belonged to the 80th Turkish Regiment and, as the press later reported, was, '...worked by the ladies of the Sultan's harem. It is made of crimson silk with gold regimental colours in the centre relieved with a gold fringe.'<sup>98</sup>

The highlight of the ball was the cutting of a special 'peace cake' which had been prepared by Maryborough baker Bert Stellmach and his wife. Bert had baked the cake and his wife had decorated it. The press reported:



*The famous 'Peace Cake' of 29th April 1919.*  
Source Maryborough, Wide Bay  
and Burnett Historical Society.



*Baker Bert Stellmach and his wife. Bert baked the  
'peace cake' and his wife decorated it.*  
Courtesy - Delores MacDonald, Majella Titmarsh and  
Bernadette Moran.

The cake stands about 5 feet high, is approximately 24 inches in diameter, and weighs from three-quarters to one hundredweight. No trouble or expense has been spared in the decorations. Hovering over the cake is the 'Angel of Peace,' accompanied by white doves. There are four stories (sic), separated by silver stands. Pretty ornaments symbolic of the great peace event are neatly arranged on the different tiers. Battleships, cannon, lighthorsemen, the British lion and bulldog, the rose, shamrock, and thistle, (representing England, Ireland and Scotland), rifles and emu and kangaroo, are among the list of dainty adornments. The decorations of the cake itself reflect the greatest credit on the makers, and are of charming design. The cake will be cut this evening, when it is hoped that a portion will be received by each.<sup>99</sup>

Bert Stellmach, the man who baked this impressive cake, was a Polish national who came to Maryborough with his family aboard the *Alardus* in 1873. The family established their bakery on the corner of Ann and John Streets in 1897 and it remained in operation until 1955.<sup>100</sup> The cake was cut using a sword which belonged to Major W.H. Harvey. The sword was a family heirloom dating back to the Battle of Corunna during the Peninsular War of 1809-14. Lieutenant Pedersen, president of the Returned Sailors' and Soldiers' Imperial League, was given the honour of cutting the cake.<sup>101</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Fifty-three.

1. M/C. 28 July, 1914.
2. M/C. 31 July, 1914.
3. M/C. 6 August, 1914.
4. M/C. 17 August, 1914.
5. M/C. 21 August, 1914.
6. M/C. *ibid.*
7. M/C. 17 August, 1914.
8. M/C. 21 August, 1914.
9. M/C. *ibid.*
10. M/C. 17 August, 1914.
11. M/C. 1 September, 1914, p 6.
12. M/C. 7 September, 1914.
13. M/C. *ibid.*
14. M/C. 23 September, 1914.
15. M/C. 1 February, 1915.
16. M/C. 30 January, 1915.
17. M/C. 30 March, 1915. Ross later married Maryborough historian Roddice Ross.
18. M/C. 25 May, 1915.
19. M/C. 4 June, 1915.
20. M/C. 15 June, 1915.
21. M/C. 14 June, 1915.
22. M/C. 26 June, 1915.
23. M/C. 2 July, 1915, p 6. For full details of Cyril Corser's war experiences, and particularly those experiences at the Somme, see, letter from Cyril Corser to his father, M/C. 12 October, 1916, p 5. Cyril Corser died, aged seventy-one years, in December 1956. He was buried in the Maryborough cemetery on 19 December that year.
24. M/C. 2 July, 1915, p 6.
25. M/C. 21 July, 1915, p 6.
26. M/C. 9 September, 1915, p 6.
27. M/C. 21 July, 1915, p 6.
28. M/C. *ibid.*
29. M/C. 9 September, 1915, p 6.
30. *Palma*, the magazine of the Boys' State High and Intermediate School, 1956, p 41 and Albert State School Centenary booklet, 1883-1983 p 63. Author interview with Jean Hunter at Maryborough, December 1994.
31. M/C. 25 August, 1972.
32. M/C. 5 August, 1915, p 5.
33. M/C. 17 August, 1915, p 5.
34. M/C. 25 April, 1916, p 6.
35. M/C. 25 August, 1916. See also reproductions of Chapman's extant papers in M/C. 25 April, 1990, p 8.
36. M/C. 17 August, 1915, p 6.
37. M/C. *ibid.*
38. M/C. *ibid.*
39. M/C. *ibid.*



40. M/C. *ibid.*
41. M/C. 28 August, 1915, p 10.
42. M/C. *ibid.*
43. M/C. 6 September, 1915.
44. M/C. *ibid.* p 5.
45. M/C. 2 October, 1915, p 10.
46. M/C. 1 December, 1915, p 5.
47. M/C. 13 December, 1915, p 6.
48. M/C. *ibid.*
49. M/C. 22 December, 1915, p 6.
50. M/C. 30 December, 1915, p 4.
51. M/C. 17 January, 1916, p 2.
52. M/C. 24 January, 1916, p 6.
53. M/C. 10 March, 1916, p 5.
54. M/C. *ibid.*
55. Letter from Richard Youden to the author, dated 2 October, 1993.
56. Letter from Doctor Peter Stanley, Head of the Historical Research Division, Australian War Memorial, to the author, dated 27 October, 1993.
57. Letter to the author from the president of the Atatürk Supreme Council for Culture Language and History, Ankara, dated 23 February, 1994.
58. Letters to the author dated 3 April, 1994 and 4 July, 1994 respectively.
59. Chataway, T.P. *History of the 15th Battalion*, William Brookes, 1948, p 86.
60. *Ibid*, p 89.
61. See, *Stories of Quinn's Post, Gallipoli*, by Robert Hunter, unpublished private paper currently in the hands of Jean Hunter Maryborough.
62. M/C. 15 February, 1916, p 6.
63. M/C. 26 April, 1916, p 6.
64. M/C. 1 May, 1916, p 7.
65. M/C. 25 August, 1916, p 3.
66. M/C. 13 October, 1970, p 11.
67. M/C. 16 March, 1916, p 7.
68. M/C. 18 September, 1916, p 6.
69. M/C. 28 September, 1916, p 6.
70. M/C. 10 November, 1916, p 2.
71. M/C. 8 February, 1917.
72. M/C. 24 February, 1917, p 5.
73. M/C. 25 April, 1990, p 2.
74. M/C. 15 August, 1914, p 12.
75. M/C. 24 May, 1914.
76. M/C. 24 January, 1916, p 6.
77. M/C. 9 October, 1916, p 3.
78. M/C. 11 October, 1916, p 6.
79. M/C. 4 November, 1916.
80. M/C. 8 November, 1916, p 2.
81. M/C. 19 March, 1917.
82. M/C. 29 May, 1917, p 3.
83. M/C. 9 August, 1917, p 5.
84. M/C. 20 October, 1917.
85. M/C. 13 November, 1918, p 6.
86. M/C. 30 November, 1918, p 8.
87. *Palma*, magazine of the Boys' State High and Intermediate School, 1956, p 33.
88. M/C. 17 November and M/C. 20 November, 1911.
89. M/C. 20 July, 1918, p 6.
90. M/C. 20 July and M/C. 22 July, 1918, p 6.
91. M/C. 26 August and M/C. 12 September, 1919.
92. M/C. 12 September, 1919.
93. M/C. 17 May, 1920, p 6.
94. M/C. 24 November, 1922, pp 2-4.
95. M/C. 4 April, 1921, p 2.
96. M/C. 29 April, 1919.
97. M/C. 17 April, 1919.
98. M/C. 30 April, 1919, p 6.
99. M/C. 29 April, 1919.
100. Author interview with Delores MacDonald (nee Stellmach), November, 1994.
101. M/C. 20 April, 1919, p 4.

## Chapter Fifty-four.

### The Spanish Influenza Outbreak.

The end of the First World War also brought with it the introduction of another new grim terror, the spread of a deadly form of Spanish influenza which, during the following eighteen months or so, would claim approximately twenty million lives world-wide - seven million more than had been killed on both sides during the Great War. The precise origin of the deadly virus is uncertain, but it is widely believed to have had its source in the rat-infested trenches of the Western Front. The virus had been manifesting itself for some time in Europe, but its spread was rapid after the cessation of hostilities as soldiers were relieved from the front and sent home.

As news of the disease spread there was considerable apprehension in Maryborough. Indeed, even before the end of the war the people of Maryborough were suffering from an outbreak of a type of influenza which was particularly virulent, although it seems that this was not, strictly speaking, the dreaded Spanish form.<sup>1</sup>

Early in 1919 a massive outbreak of Spanish influenza occurred at Melbourne, almost certainly arriving there in ships returning troops from Europe. By the end of January approximately two hundred people were said to have been infected and New South Wales was also reeling from the affects of the rapid spread of the disease. As there were many Queensland soldiers on the ships sailing into Melbourne and Sydney, considerable consternation was being experienced in Maryborough that the disease would move quickly north. By 29 January, 1919, the border into Queensland had been closed and quarantine stations were established along the border at places such as Tenterfield and Coolangatta. Anyone wishing to move into Queensland was forced to remain for a set period at these stations. In Maryborough the press was reporting that there was little cause for anxiety and medical officers were warning the public not to panic. When the *S.S. Bopple*, a steamer belonging to Wilson and Hart sawmills, arrived at the Maryborough wharf on 28 January, it was immediately placed into quarantine for seven days. The ship was made to anchor in midstream and the crew of ten persons underwent thorough medical examinations.<sup>2</sup> In Brisbane the waterside workers refused to attend to ships that had not been passed by the health authorities.<sup>3</sup>

Several days later, on 3 February, there was still no panic in Maryborough. An inoculation centre had been set up in the city depot but at this early stage only a small number of people felt the need to use the facility. The press was reporting that the situation was calm and that an un-named doctor had stated that even if the epidemic did reach Queensland he was firmly of the opinion that the, 'combative measures would soon take control of the situation and limit the disease to a very small outbreak.' The doctor said that in his opinion there was no need for alarm in provincial centres such as Maryborough, '...with their wider spaces, purer atmosphere, greater ventilation and freer access to sunlight between residences.' He added that the more densely populated areas were in greater danger.<sup>4</sup>

Yet the situation was changing rapidly. Within days it was becoming increasingly obvious that there would be a shortage of vaccines and the local people began to realize that if they wished to obtain a vaccine they would have to act quickly. As a result by 5 February it was clear to the Maryborough health authorities that there was not a sufficient supply of vaccines to meet demand and extra batches were ordered from Brisbane. But Brisbane supplies were also short and health authorities in Maryborough soon realized that there would never be enough vaccine to inoculate everyone in the region.<sup>5</sup>

Officers of the Department of Public Health in Brisbane were reserving the limited stocks of vaccines for Brisbane and the border regions, believing that these areas were most at risk. Maryborough, it seems, was not considered an unsafe area and the limited stocks of available vaccines were to be severely restricted.

In Maryborough, one man, a returning soldier named Alfred Smith, was arrested by a police constable and taken to a quarantine tent in the hospital grounds on suspicion of having illegally crossed the border without undergoing the required quarantine period.<sup>6</sup>

A conference of Maryborough's medical men was held on 6 May, during which a, '...practical scheme was devised for mutual assistance on the part of the doctors in case of an outbreak of influenza, and the lines on which they will proceed in combating it.'<sup>7</sup>

On the same day the exhibition buildings at the show-grounds were made ready for the reception of influenza patients. The floors were thoroughly scrubbed and cleaned and a number of fully equipped beds placed in position. A person in, 'responsible authority' was reported to have quoted: 'At a pinch we can take a few patients in the exhibition buildings tomorrow, but I fervently hope that the necessity will not arise.'

At this time too a proposal was made to the government medical officer, Dr Thomas, that it would be more convenient and safer to transfer the emergency hospital from the exhibition buildings at the show-grounds to the Newtown State School which was positioned on a higher site and had better drainage facilities. However, the medical authorities stated that the school buildings lacked the essential accommodation, both for nurses and patients, and the conversion of the exhibition buildings continued.<sup>8</sup>

Several patients were admitted to the isolation hospital at the show-grounds, although none, it seems, was suffering from Spanish influenza. The first of these patients was admitted on 7 May, 1919, the second, a police constable, was admitted two days later, and the third, a railway porter aged seventeen, was taken to the show-grounds on 11 May.<sup>9</sup> With the Maryborough show rapidly approaching, the show authorities decided to abandon the event for the year.<sup>10</sup>

By 21 May the epidemic had spread to Brisbane, several people had died and in Maryborough two more patients were admitted to the isolation ward at the show-grounds.<sup>11</sup> Two days later it was reported that another two cases had been admitted, and news came that Kilkivan had experienced a sudden rash of cases, some seventy or eighty people had contracted the disease and the Kilkivan council urgently requested medical assistance from Maryborough. On the same day Doctor Gillies left for Kilkivan to give what aid he could.<sup>12</sup>

One of the Kilkivan patients, a young man named John Wex, was later transferred to Wondai where he subsequently died, his death was the first recorded Spanish influenza fatality in the Wide Bay/Burnett region. So far no deaths had occurred at Maryborough, although there were now (23 May) seven patients at the isolation ward and the nursing staff had been increased to include a matron and two nurses.<sup>13</sup>

By the following day another patient had been admitted and there had been an outbreak on Fraser Island, two people contracting the disease from a steamer which had arrived from Sydney.<sup>14</sup>

By 26 May there were so many cases in Maryborough that they could not all be accommodated at the isolation hospital and the municipal health officer, Doctor Gilbee Brown, informed the public that those who were infected should remain in their own homes. On the same day the Boys' Grammar School was closed due to an outbreak among the pupils.<sup>15</sup>

By the next day the situation had not improved, more and more cases were being reported, one of them the mayor of Maryborough, Alderman E.H. Warry. At the same time a patient at the isolation ward was reported as being critically ill.<sup>16</sup> On 29 May the first death occurred at a private home and the number of patients was steadily increasing, placing a severe strain on medical and nursing staff.<sup>17</sup>

The medical fraternity were also to suffer the ravaging affects of the outbreak. By 30 May two doctors, Lee Garde and Gillies had caught the virus and were forced to rest, leaving an even heavier burden on the remaining city's doctors. The *Maryborough Chronicle* reported: 'Matters in connection with the prevailing influenza epidemic show no signs of improvement, and the steadily increasing number of cases is causing considerable inconvenience, if not actual disorganization amongst the staffs in business circles, a number of whom are down with the 'flu.'<sup>18</sup>

A little over a week later the situation was deteriorating even further. By 10 June more than eighty people had been treated at the emergency hospital and the mayor, Alderman Warry, who by now had recovered from his illness, stated there was hardly a house in the



Dr W. Gillbee Brown.  
Source - Maryborough hospital  
museum archive.



entire city that did not have someone who had contracted the virus. Warry commended the nurses and staff at the emergency hospital, saying that some of them were working forty-eight hours shifts without rest.<sup>19</sup> By 15 June there had been a total of four deaths in Maryborough, two people, Florence O'Mara and William Cross, having died on the same day. A fifth death, that of a Mrs Frees, occurred on 18 June.<sup>20</sup>

Several weeks later came the sixth death, that of forty-nine years of age Miss Isabella Menzies Blue. Miss Blue had been the sister of Archibald Blue who, as we have seen, had been killed at Kingaroy by the German migrant Adolf Hoffman in 1916.<sup>21</sup>

Three days later the epidemic was on the wane and by 23 July many of the schools which had been closed during the outbreak were re-opened. One more death, that of Walter John Bolwell, occurred on 24 July, but essentially the outbreak was over. The Maryborough council later applauded the work of the doctors and nursing staff during the outbreak, awarding the municipal health officer, Doctor Gilbee Brown, 'a handsome smoker's outfit.' Matron Weber and Sister Murray each received, 'a beautiful lady's travelling bag.'<sup>22</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Fifty-four.

1. M/C. 25 October, 1918.
2. M/C. 29 January, 1919, p 3.
3. M/C. 13 February, 1919, p 3.
4. M/C. 3 February, 1919.
5. M/C. 6 February, 1919.
6. M/C. 13 February, 1919, p 3.
7. M/C. 7 May, 1919, p 3.
8. M/C. *ibid*.
9. M/C. 8 May, p 3, 9 May, p 3, 10 May, p 7, 12 May, p 3.
10. M/C. 13 May, 1919, p 3.
11. M/C. 21 May, 1919, p 3.
12. M/C. 22 May, 1919, p 3.
13. M/C. 24 May, 1919, p 7.
14. M/C. 26 May, 1919, p 2.
15. M/C. 27 May, 1919, p 2.
16. M/C. 28 May, 1919, p 3.
17. M/C. 30 May, 1919, p 3.
18. M/C. 31 May, 1919, p 7.
19. M/C. 11 June, 1919, p 6.
20. M/C. 16 June, 1919, p 3, and 19 June, p 3.
21. M/C. 12 July, 1919, p 9.
22. M/C. 30 July, 1919, p 4.

## Chapter Fifty-five. The Barnstormers.

As we now know, the Great War was the breeding ground for aviation in general and aviators in particular. After the conflict thousands of flyers returned to their home countries, often bringing with them the frail flying machines in which they had flown and fought over the muddled trenches of the Western Front. These men, endlessly adventurous and in need of money, were to become the barnstormers.

The history of powered flight in the Wide Bay region almost certainly began with one man, an American flyer named Wizard Stone, who put in a brief appearance with a Blériot aircraft in 1912 - although he never landed in Maryborough. His protégé, Bundaberg aviator Bert Hinkler, learned his love of barnstorming from Stone and later travelled with him to New Zealand before going on to France to fly in the Great War.

Yet there had been at least two non-powered flying demonstrations many years prior to these events, the first by a woman named Van Tassel, and a second by two sisters, Essie and Millie Viola. These women were the first 'aeronauts' of the region, young women who were willing to make an ascent in a hot air balloon and then to parachute to the ground. It was indeed a perilous occupation. During the 1890s there were no gas tanks for rapid balloon inflation or for maintaining height, the balloons were inflated with a 'heating apparatus' which was renowned for its capacity to fail at the wrong moment. Parachutes were also in the embryonic stages of their development, and undertaking to use them was in itself a courageous - some would say foolish - act of bravado.

In April 1895 the Viola sisters' manager, Frank Ward, advertised that Essie Viola, 'the charming young aeronaut', would make a 'sensational' ascent in her balloon and then parachute to the ground. Admission to the show-ground would be one shilling, but clearly there would be many hundreds of people who would watch the event from all over the town.

The first attempt was scheduled for the afternoon of 27 April, 1895. The gates of the show-ground were opened at 2.30 and the actual ascent was to begin an hour later. However, the sisters were using a new and larger balloon, their original balloon having burst into flames at Gympie sometime previously. The heating apparatus was not sufficient to properly inflate this larger balloon, yet despite this problem Essie Viola decided to continue with her show. The press later reported:

During the afternoon people flocked out in the direction of the show-grounds in droves, and between 400 and 500 paid for admission to the grounds, the remainder taking up positions of vantage all around about outside. And there they waited patiently all the afternoon, watching the balloon slowly filling out and rearing its bulky form. The fires were lighted at the mouth of the flue shortly before three o'clock, and charging the balloon with hot air was such a tedious process that at 5.20 there was still a good deal of slack to be expanded, and sunlight rapidly fading into dark. Although the opinion was expressed that the balloon was not tugging enough to rise well, there was nothing for it but to make the attempt and hope for the best. The guy-ropes having been drawn away and everything else got ready, the order was given to let go, and those who were holding the balloon down round the neck jumped back. She rose straight up, but very sluggishly, lifting Miss Essie Viola - prettily attired and seated upon a trapeze - gently from the ground. All seemed well for a moment, but on reaching a height of perhaps 100 yards, the huge ball ceased to ascend and then slowly subsided - to the intense disappointment of the long waiting crowd - and no doubt of the performer herself and her colleagues. She dropped safely in the southern corner of the grounds and the balloon then lay upon its side and belched forth dense volumes of black smoke. The crowd rushed about, were nearly stifled with the smoke, and all was over.<sup>1</sup>

Another attempt was scheduled for the afternoon of 4 May, however, once again the sisters experienced problems, the balloon suddenly ignited, burning large holes in the fabric, and the crowd, having had their one shilling refunded, went away disappointed. The sisters' manager, Frank Ward, promised that the balloon would be repaired and private trials would be carried out before another performance would take place, he added that as the performers had now lost all credibility, the next public performance would be a free one.

The free performance took place on the afternoon of 10 May, 1895, but it too was destined to failure. The balloon rose to about two hundred feet and suddenly a cry from the crowd went up: 'She's falling.' The balloon had lost its heat and slowly descended into a paddock adjoining the Carrier's Arms Hotel. The press later lamented that the attempt had been, '...a failure, and a regrettable one.'<sup>2</sup>

Maryborough's first visit of a flying machine was to have been on 17 September, 1919. It was a momentous day for Maryborough, school children were given the day off and businesses were allowed to close their doors for the afternoon. The purpose of the visit was to promote the peace loan, a fund set up to provide for returning soldiers and their dependents.

A voluntary band assembled at the offices of Chauvel and Co. From there they were taken to Ululah - where the aircraft was scheduled to land - aboard a small fleet of motor vehicles. A 'monster meeting' was also scheduled to be held at the corner of Kent and Bazaar Streets with numerous speakers eulogising on the advantages of the peace loan and urging people to invest. One of the speakers was to have arrived aboard the aircraft. The *Maryborough Chronicle* reported that morning: 'We hope all Maryborough will be at Ululah this afternoon to give a right royal welcome to the distinguished aviator.'<sup>3</sup>

Never before had such a crowd been seen at Ululah. Hours before 3.30 p.m., the time of the expected arrival of the aircraft, large columns of people could be seen wending their way from the city to the Ululah reserve. There were cars, buses, bicycles, horses and sulkies and thousands of people on foot. According to the press, these people were covered with the dust of the vehicles but they did not seem to mind, '...as they were going to witness a great event in the history of Maryborough.' The children were excited, having been allowed a day from school, and they stood around the cleared landing site, eyes straining towards the sky long before the aircraft was due to land. A large pile of wood had been set in place, this was to be fired as soon as the aircraft was sighted in order for the pilot to get his wind direction. The press claimed that approximately four or five thousand people had gathered at the site in anticipation of the event. The *Maryborough Chronicle* reported:

The necks of thousands were continually being craned upwards to the sky - which had been overcast all day - to catch the first glimpse of the aerial visitor. But it never came. It had been the intention to ring the fire-bell as soon as word was received that the 'plane had left Gympie and it was expected to arrive at Maryborough forty minutes later.<sup>4</sup>

Meanwhile, events were unfolding at Gympie which would change the history of aviation in Maryborough. According to later reports, when Captain Smith, the pilot of the aircraft, returned from lunch that day, arrangements were made to continue the flight to Maryborough. He was wished 'good luck,' by the large crowd which had gathered to witness the event, the machine started and ran lightly along the ground for some distance, then lifted about a foot from the surface, and for over fifty yards owing to a sudden drop in engine revolutions, hung at that height. It seems probable that the machine, with three people aboard and a large bundle of newspapers destined for Maryborough, may have been overweight. By now it was quickly approaching the fence around the race track. As the spectators watched, it seemed that the aircraft would not clear the rails. It rose sharply level with the tops of the trees and just at the moment when a safe ascent seemed possible the right wing brushed through the leafy tops of a tree and, according to the *Gympie Times* report, this seemed to cause the aircraft to lose speed. It dropped slightly and the left wing struck a sugar gum, knocking off some of the bark and taking away a small branch. Disaster quickly followed. Two substantial gum saplings about six inches in diameter were struck and broken off close to the ground. The aeroplane, which was now dropping quickly, then struck a stringy bark tree and remained fast in its limbs. The aeroplane struck the trunk of the tree a glancing blow with its nose, breaking off one blade of the propeller and denting the cover of the motor. The left wing was broken off but still attached by wires, the body of the aeroplane hung in the tree about ten feet from the ground. The pilot and passengers were uninjured, and with the help of a group of spectators they were dragged from the aircraft and lowered to the ground. The plane was later taken to the railway station to rail south for repairs.<sup>5</sup>

Shortly after 3.30 that afternoon a young boy who had been sent from the city brought the news to Ululah that the aircraft had crashed at Gympie. This news was conveyed to the crowds and, disappointed, they slowly returned home.

In commemoration of the event the *Brisbane Courier* had issued a special edition and Maryborough's consignment was to arrive by the aircraft. However, the special edition was withdrawn from circulation in Maryborough, although delivery of a Gympie edition went ahead. The *Maryborough Chronicle* reported:

The Secretary of the Local Peace Loan Committee, Mr. R.W.S. (Ronald) Adair, stated last night that he got into communication with Gympie, and was informed by the Mayor, Alderman Sedgman, that the aviators were uninjured. He said the aeroplane went out after lunch, ran about a hundred yards and struck a tree about two hundred yards from the starting point. One of the wings and the propeller were broken. Mr J.J. Knight, managing director of the *Courier* was to have made the trip to Maryborough, and addressed a meeting here last night. He was also carrying a letter from the chairman of directors of Finney Isles Ltd., (Mr Coakes) to the local manager, Mr D. Barriskill,



who had been informed from Brisbane that the letter was to arrive. A collection taken up at Ululah realised £29/6/1, and, says Mr Adair, 'two buttons,' which had evidently been put into the boxes in mistake; however, the owners can redeem them by calling at Mr Adair's office.<sup>6</sup>

The residents of Maryborough were to wait another twelve months before an aircraft finally landed at the city, an event which was scheduled to coincide with the arrival by royal train of the Prince of Wales in August 1920. The aircraft, with Captain Percy Snell of the Aero Flight Aviation Company as pilot, left Brisbane on the morning of 3 August en-route for Maryborough. Snell was a Queensland man who had received his mechanical training at W.J. Tarrant's garage. He had served during the Great War, fighting in France and the Middle East. He had originally been rejected for service in Maryborough but had paid his own passage to England where he had trained in the aerial schools. He later became a flight commander.<sup>7</sup>

The aircraft was a type B.E. 2E., both the plane and engine being built by the Royal Aircraft Factory. The engine was 100 h.p. with eight cylinders and was fitted with a Bosch magneto. The propeller was made of mahogany and had four blades. The aircraft had a wing span of forty feet and the wings were covered with Irish linen treated with dope, varnish and paint. It was capable of speeds up to ninety miles per hour.<sup>8</sup>

One of the directors of Brisbane based Finney Isles and Company, E.H. Macartney, M.L.A., flew to Maryborough on this historic flight, later returning to Brisbane by rail.<sup>9</sup>

The flight started from the Bulimba aerodrome at 7.25 on the morning of 3 August, 1920. Navigation was a simple affair, the pilot following the railway lines north. At the larger towns along the route such as Landsborough, Caboolture, Palmwoods, Gympie and even Tiaro, they circled around for a few minutes at each place, staying at Gympie for about 15 minutes. At Tiaro they made a deviation from the railway line and proceeded direct to Maryborough arriving at 9.40 a.m. They landed at Ululah Park where the golf links are now situated adjacent to Alice Street. The flight had taken about 2 hours and 15 minutes to cover a distance which would have taken a day by road. Snell later reported that the journey from Brisbane to Gympie had been '...delightful with a bright sun,' but on leaving Gympie the sky had become overcast. Asked what Maryborough looked like from the air, Snell said, '... it was a beautiful scene, the decorations could be plainly seen and the naval guard of honour and the children's display from above looked very well.'<sup>10</sup>



*Avro aircraft at Ululah in 1920 - Source - Maryborough, Wide Bay and Burnett Historical Society.*

The *Maryborough Chronicle* somewhat ecstatically reported:

The long unfulfilled desire of the public of Maryborough to witness an aeroplane in flight has been at last gratified. The management of Messrs. Finney Isles and Co., at the invitation of the aldermen of the Maryborough City Council, decided to dispatch to Maryborough their 'plane ... The advent of the aeroplane proved an immense attraction. An overcast sky and a moderate south-east wind were favourable to flying, and from the spectators' point of view the weather conditions were all that could be desired. Agog with expectation the crowds out to welcome the Prince displayed great interest and enthusiasm with regard to the aeroplane, and when in the south-west a dot on the horizon was perceived, the word that it was approaching was carried like

wild fire through the throng. In a few minutes the plane was larger in perspective - the form being silhouetted against the grey of the sky. The machine approached, keeping alignment with Lennox Street, and flying at a high altitude above the city a spiral dive was made. The noise of the engine was quite audible. Like a huge bird, and with graceful swoops it circled round the city, dropping leaflets in handfuls which were scattered broadcast. Coming lower the pilot was seen waving his greetings and a lusty cheer went up in reply. For the school children's benefit the aviator made in their direction and hovered overhead.<sup>11</sup>

The management of Finney Isles were certainly not going to miss such an ideal promotional opportunity. Painted underneath the aeroplane in large blue letters were the words: 'Finneys' and: 'You can't beat Finneys.'

The pilot turned the aircraft so that he could fly over the Royal train near Croydon Junction and later landed at Anzac Park, Ululah.

Once again the park was thronged with thousands of people and a continuous stream of cars, buggies, horses and wagons came up from the city along Alice Street. At about 2 p.m. the engine of the aircraft was started and the pilot made a trial circuit to check that the machine was running well, landing several minutes later. Passenger flights were then sold and during the afternoon ten people took advantage of the opportunity, including three ladies. Miss J. Kilroe of Brisbane was the first, followed by Miss A. Barriskill and Mrs. M. Brown. The men to fly that day included WJ. Tarrant, Horace Buss (of Bundaberg), L. Mergard, L. Watson, V.B. Coghlan, P. Mainer and H. Drabsch.<sup>12</sup>

That evening Snell was the guest of honour at a dinner in the Royal Hotel. Hosting the dinner were the mayor and aldermen. The tables had been carefully decorated for the occasion, suspended from the ceiling was a miniature aeroplane with concentric circles of red, white, and blue painted on the wings. After the toasts Snell was reported as saying that he was pleased to be the first aviator to come to Maryborough and that he had always longed for an opportunity to bring his aeroplane to the city.<sup>13</sup>

The following day the aircraft circled round the city as it took passengers for joy rides. One of these passengers was well known Maryborough surgeon Doctor Lee Garde who later reported that he could see Fraser Island and Hervey Bay and that the course of the river could be easily traced, the Devil's Elbow appearing like a bent pin in shape. What particularly amused him was the sight of the Tinana race-course, which to him resembled, '...a circle drawn by the kiddies with a stick.' 'Some sensation!' he was said to have remarked when he landed.<sup>14</sup>

Many people somewhat cynically believed that the Brisbane-based company of Finney Isles (who had retail interests in Maryborough) was making a profit out of the visit, although the *Maryborough Chronicle* quickly dispelled this illusion, advising the public that Finney Isles had paid a 'considerable sum' for an advertising lease and that Snell took all the fees for carrying passengers.<sup>15</sup>

Snell was not particularly enamoured with the Ululah landing site, he later stated that the ruts made by the military encampments would have to be filled in to eliminate the humps which would in time ruin any aircraft, and to improve the ground the big gum trees at the top end of the park and several dead trunks would have to be removed so that a landing could be effected from any angle in various wind conditions.<sup>16</sup>

Snell's aircraft, which by now had become erroneously known as the 'Finney's aeroplane', was obviously a successful financial venture. It remained only a few days in Maryborough before returning to Brisbane, but by 10 August Snell had brought the machine back to Maryborough for further advertising and joy flights. The *Maryborough Chronicle* reported:

Finney's aeroplane again visited Maryborough yesterday. With Captain Percy Snell in charge, and Mr F.D. Kennett, (merchandise manager of the firm) as a passenger - a most enjoyable and successful flight was experienced. Leaving the Bulimba aerodrome at 10.30 o'clock yesterday morning, the 'plane arrived here about 12.35 p.m. and the journey thus occupied a little over two hours. The coastline was followed for the greater portion of the trip, thus making the route a somewhat extensive one ... Mr Kennett was very enthusiastic about the trip. 'I wouldn't have missed it for worlds,' he said. 'We followed the coastline practically all the way and the scenery was beautiful. It was a most delightful trip. I have not been up this way previously and when we reached Maryborough I really thought it must be Gympie. There wasn't a dull moment all the way.' Mr Kennett stressed the point that the educational advantages of aviation were tremendous and remarked that exploration of this great continent was rendered a comparatively easy matter with such facilities. 'If Cook or his companions had had an aeroplane in the early days, their tasks would have been very simple indeed.' He added. 'The physical features of the country are so very easily discernible from the air.'<sup>17</sup>

No flights were given that day as the aircraft was being overhauled by the mechanic. Snell, with Kennett, D. Barriskill, the manager of the Maryborough branch of Finney Isles, and W. Mitchell, drove to Pialba during the afternoon. Joy flights resumed the following day.<sup>18</sup>

Indeed, 1920 was an auspicious year for aviation in Queensland. Qantas was formed that year and the Department of Civil Aviation came into being. The now famous flight of Parer and McIntoch passed over Maryborough on 17 August, 1920, as the aviators completed the Rockhampton to Sydney leg of their historic flight from England to Sydney.<sup>19</sup>

By November that year there had been several aircraft landings at Maryborough. On Saturday 6 November, 1920, the first Avro arrived piloted by Lieutenant Frank Roberts. Roberts was on his way south from a northern tour. He was in the process of touring Queensland and had already flown extensively over the northern part of New South Wales and western and central Queensland, travelling as far west as Charleville, Longreach, and Cloncurry. One of his claims to fame had been the 'astounding feat' of flying between the spans of the Fitzroy bridge at Rockhampton.<sup>20</sup>

Roberts, accompanied by O.J. Gruter, a dentist, and T. Haly, the manager of the Bundaberg branch of the Q.N. Bank, had left Bundaberg at noon on Saturday 6 November. Weather conditions were not good, a thunderstorm was raging in Maryborough and Roberts thought he would have to cancel the trip, however, as conditions at Bundaberg at the same time were fine, he decided to risk it and they took off, setting a course for Maryborough. On nearing the Isis they ran into heavy storm clouds. Roberts turned east towards the coast and by-passed the worst of the bad weather. At Howard the aircraft ran into a sharp shower and from there to Maryborough they were thrown around the sky by the storm. Despite this they made a safe landing at about 12.40, the trip having taken forty minutes. The press reported: 'The arrival of the aeroplane was quite dramatic. The storm was just passing away, there was a startling crash of thunder, and immediately afterwards the plane emerged into full view over the northern suburbs of the city. The customary circling over the city was cut out and the aeroplane steered direct for Ululah and came to ground with remarkable rapidity, but quite easily.'<sup>21</sup>

No flights were made that day because of the poor weather but the following day broke clear and fine with a light south-easterly wind which was ideal for flying. Roberts, 'earned the admiration of all who watched,' as he looped, spiralled and nose dived, even with passengers aboard. The press claimed: 'On several occasions when he performed tricks in the air the machine from a high altitude made sharp dives, turning as many as four complete somersaults in mid-air.'<sup>22</sup>

One of the passengers to brave this kind of pioneering flying was seventy years of age Mrs. Beatson, who later stated: 'I was only too glad to get the opportunity to go up and I thoroughly enjoyed myself. I never dreamed that I would ever have the pleasure of flying.'<sup>23</sup>

Roberts later said that Ululah was a good landing site but it would never be suitable as an aerodrome as it was not large enough. He added, however, that he was particularly pleased with the action of the council in placing a concrete triangle for aerial direction which he had observed three or four miles away. He said that the removal of the tall gum trees at the top end of the ground had greatly improved landing and take off conditions. He also recommended the removal of a few trees in the middle of the reserve. Roberts and his Avro left Maryborough at noon on 8 November for a flight to Gympie and then Nambour.<sup>24</sup>

The next aircraft to visit Maryborough was piloted by Maryborough-born barnstormer Lieutenant Ronald Adair who put on a stunning display for the people of the region in January 1921. The press enthusiastically reported:

Notwithstanding the unpropitious outlook on Saturday morning the weather god was more complacent in the afternoon when conditions for a few hours were quite ideal for aviation. All Maryborough watched with tense emotion a series of thrilling performances by Lieut. Ron Adair in mid-air against a background of thick, grey clouds. He led off with a spectacular exhibition of clever 'stunting' which he repeated in subsequent flights. Amongst his best performances were looping the loop, side stalls (commonly described by the layman as 'cart wheels' - great circular sweeps to right or left), half rolls, spiral and straight nose dives, and flying upside down. On one occasion he passed through a thick cloud and dropped in a straight nose dive with the lightning dash of a seagull swooping down into the ocean for its prey. It was a 'thriller' the total drop being nearly 2000 feet. Another occasion many stood spell-bound as the daring aviator, completing a half roll, flew along upside down for the space of several seconds. It was the most thrilling display of 'stunting' that Maryborough has seen.<sup>25</sup>





*Ronald Adair, centre, pioneer Maryborough aviator.  
Source - John Oxley Library print number 22898.*

And there was no shortage of paying passengers. Adair's first passengers at Maryborough were two young ladies, Rene Raverty and Annie Barriskill, who told Adair that they did not want just a straight and level flight but wanted to experience 'stunting'. Adair took them on a whirlwind experience of twists, turns, stalls and spirals. After several other similar flights, rain set in and the barnstorming had to be abandoned. A man named Robert Wood had booked an overland flight to his residence at Nikenbah, but this too had to be postponed.<sup>26</sup>

Adair was to use Maryborough as his flying base for several months and the people of Maryborough became quite used to seeing his small aircraft over the city. The pilot was accompanied by a second aviator named W. Tagg, both of whom had served as lieutenants during the Great War, primarily flying in active operations over Palestine.

Adair and Tagg were joint owners of the aircraft, a 5.04K Avro, 110 h.p. which they had purchased at Sydney in August 1920 for £1450. Prior to their arrival at Maryborough they were reported to have carried out extensive pioneering work in aviation throughout Queensland. They had established a record in the Avro for a Sydney to Brisbane flight in 1920, the flying time being five and a half hours. Their operations in Maryborough were evidently reasonably financially successful, however, disaster was soon to strike.

On the afternoon of Friday 22 April, 1921, Adair and Tagg made a trial flight over Maryborough in preparation for a flight to Kingaroy which was scheduled for the following day. The engine was functioning normally and the two pilots saw no reason why the flight should not proceed. The following day they took off from Anzac Park but when the aircraft was about five hundred feet over the park the engine began running roughly and Adair, who was at the controls, brought the aircraft around in a semi circle, landing it with ease on the gently sloping grass. The pilots made some minor adjustments and attempted another take-off, however, they had not reached any great height when the engine suddenly stopped. Adair made a forced landing in the middle of the park, near the lagoon, and on draining the petrol from of the carburettor they found it was heavily impregnated with water. More tests were made, the water cleared, and the two pilots attempted a third take-off. The press later reported:

...but when just above the bamboo in the lagoon the engine again stopped. The 'plane was not high enough up to enable the aviators to turn back to the landing ground without courting a certain crash, and the only landing place available was directly ahead of them, a spot where the City Council a few days ago commenced excavation work in preparation for a children's playground to conform with the general scheme for beautifying Anzac Park. A circular plot of ground less than 100 yards in diameter has been levelled off, and the soil thrown round the circumference in embankment form. The machine, which was kept under perfect control by Lieut. Adair, had just sufficient way on to carry it to the circular plot, where it made a safe landing about the centre, but its own impetus carried it ahead to the edge of the embankment where it turned turtle and became a complete wreck, with the exception of the engine, which the aviators expect to salvage today. But for the embankment, the disaster would not have occurred. Both men, though they had a miraculous escape, were badly shaken and somewhat bruised. Fortunately, the services of the Ambulance which was on the scene shortly afterwards, were not required. After the smash, the

aviators made a thorough test of all the benzine in the tank. Sixteen gallons were taken aboard on Friday afternoon and an additional four gallons on Saturday morning. The former had given no trouble during Friday afternoon's flight and it was the last tin of benzine which the aviators attributed as the cause of their misfortune. The benzine was drained through chamois leather, and a full bottle of water (about a pint) was found, which is regarded as the source of their engine trouble.<sup>27</sup>

This accident was certainly a severe financial set-back to Adair and Tagg although there were later attempts to gain public support to raise sufficient money to have the Avro repaired.<sup>28</sup>

Times were extremely difficult for those early barnstormers and many gave up flying to seek more dependable employment. In 1925 Adair logged only forty hours of flying time.<sup>29</sup> However, he certainly continued with his barnstorming, a newspaper editorial dated September 1928 reported that he and his Avro Avian had suffered another accident, this one at Bowen, the engine of his machine simply fell off when the aircraft was at one thousand feet. Although the Avro was totally wrecked Adair and his passenger, Ivy Teasdale, survived the accident with only minor injuries.<sup>30</sup> Adair was also at Gayndah in November the following year advising the Gayndah Shire Council on methods of converting their race-course to an airstrip.<sup>31</sup>

The next aircraft to have spent any time in the region seems to have been a Sunbeam, which arrived at Maryborough on the afternoon of Monday 26 September, 1921. The pilots of the machine were Lieutenants F.S. Chapman, and J. Hogg. Their aircraft was not one which had been discarded after the war, but was a new machine and a self-starter, the first of its kind in Maryborough. Like all the other barnstormers the pilots gave the people of the region a display of their skills and then began to fly passengers, one of whom claimed that such flights would be, '...an education to the people of Maryborough ... a wonderful machine, well handled ... quite different from what I expected, with no sense of height or fear.'<sup>32</sup>

On 30 September, 1921 the pilots advertised on page five of the *Maryborough Chronicle*:

**FLYING**

**THE FAMOUS SUNBEAM AEROPLANE**

**HAS ARRIVED IN MARYBOROUGH**

**PASSENGER FLIGHTS WILL BE GIVEN FROM ANZAC PARK (ULULAH),**

**DAILY, THIS WEEK**

FARE 50/- PER HEAD, £2/2/- SHORTER FLIGHT

ABSOLUTELY RELIABLE MACHINE AND PILOT

Do not miss this opportunity of seeing Maryborough from the air.

The Sight of a Lifetime! The Sight of a Lifetime!

Booking F. Roffe, Ambulance Station, Phone 66,

or F.S. Chapman, Royal Hotel, or on Ground.<sup>33</sup>

The fare of fifty shillings per head explains why only reasonably wealthy Maryborough residents - primarily businessmen, doctors and their wives - were able to enjoy the flights.

The first female passenger to fly from Bundaberg to Maryborough was Mrs J. Monteith (of Elite Studios Bundaberg), who later stated: 'I think it's absolutely wonderful.' The Sunbeam, piloted by Lieutenant F.S. Chapman, flew from Bundaberg to Maryborough on the afternoon of Wednesday 5 October, 1921, with Mrs Monteith and Mr L. Brasch - both of Bundaberg - as passengers. The flight took forty-five minutes, the aircraft leaving Bundaberg at 3.45 p.m. and arriving at Maryborough about 4.30. Both Mrs Monteith and Mr Brasch, who had come to Maryborough for the sake of the trip itself, returned to Bundaberg by rail the same evening.<sup>34</sup>

After Bert Hinkler's epic flight to Australia in 1928 he became a national hero, and when he landed at the Maryborough show-ground in June that year more than three thousand people flocked out to see him.

The press reported:

All eyes scanned the southern horizon, and when the 'plane appeared as the merest speck against the fleecy cumulus clouds it was picked out by one or two searching gazers of the sky. When eventually it was 'picked up' by the crowd, a burst of cheering went up, and that cheering was renewed when the 'plane came better into view in the nearer distance and as gradually the features of the Avro and the outline of its occupants became more distinct.

By half spirals the 'plane came nearer to the earth, until it was sailing over the house-tops ... It made a circular sweep to the northern corner of the grounds, and, with a majestic downward swoop, like a pelican coming to water, it crossed over the fence above the heads of the people, lightly bounced on the ground in the middle of the circle, and, in a very few yards, came to a halt. It was a splendid landing. The cheering was renewed - enthusiasm knew no bounds. Nevertheless the people, obedient to the instructions they had received, stood their ground, but, as the Mayor and the official party walked over to the 'plane to welcome the aviator, the school children could restrain themselves no longer, they swarmed on to the ground.

In a moment the 'plane was surrounded by a seething throng but the police and returned soldiers formed a cordon and kept back the enthusiastic and good humoured crowd. Squadron Leader Hinkler and his wife stepped from the 'plane, and were officially welcomed by the Mayor and Mayoress and other public representatives. The Mayoress presented to Mrs Hinkler a handsome bouquet. A few minutes were occupied while the party was photographed.

Hinkler then produced a screwdriver and, in less time than it would take to crank a car, the wings were folded back. The aviator himself superintended the 'parking' of the Baby Avro. The crowd then edged over towards the Shell petrol waggon, which was used as a platform for public speaking. Hinkler and his wife received a great ovation, and, as the speeches, all couched in terms lauding Bundaberg's aviator, proceeded, the cheering broke out afresh.<sup>35</sup>

Aviator Ronald Adair, one of the first men to land an aircraft at Maryborough, later selected landing grounds at Maryborough, Bundaberg and Gladstone and helped to place aviation on a more substantial footing in Queensland. He became chief pilot for the *Brisbane Courier*. The newspaper operated two aircraft, flying deliveries of newspapers to regional centres.<sup>36</sup>

The first regular flight service which seems to have been established at Maryborough was something of a shoe-string operation run by the Queensland Air Navigation Company. Technical adviser and chief pilot for this company was Captain J. Treacy, and manager was O.H. Jolley. In June 1928 the company offered one hundred thousand shares at £1 each. Flights were promised to run from Brisbane to Rockhampton via Maroochydore, Tewantin, Gympie and Maryborough, a courageous gesture when one considers that most of these centres did not then have any official airstrip.<sup>37</sup>

The Maryborough council quickly entered into the spirit of the venture and transformed what was then the old race-course on Creek Road into a landing strip. In April 1927 both Jolley and Treacy arrived at Maryborough, landing on the new strip in a tiny Gypsy Moth. They were flying the route in a test flight ready for operations to begin. They promised that when the government called tenders for the transfer of mails between their proposed flight centres they would be ready for the tender, flying the latest aircraft, triple engined Fokker Jupiter monoplanes built by A.V. Roe of England, (where Bert Hinkler had received much of his aeronautical training). These machines were being purchased at a cost of £8500 each and with two pilots were capable of carrying eight passengers. Jolley was one of Australia's pioneer pilots. Flying his own private aircraft in Victoria he had flown over much of the country while conducting business as a broker. Treacy was also a very experienced pilot having some 7500 logged flying hours to his credit - including the hours he had spent flying over the trenches during the Great War.<sup>38</sup>

Aviation Australia-wide was now expanding rapidly. There were still a few resolute barnstormers making the circuits, but the system of real commercial flying was growing to match the needs of the public. Sydney's Mascot airport for example, once a small field where only a few aircraft would land each day, was receiving more than one hundred and thirty aircraft a day by 1930 and up to fifty a day were landing at Brisbane.<sup>39</sup> Maryborough's very basic landing strip on the site of the old race-course was being used occasionally by a few small aircraft, but the commercial flights promised for so long had not yet eventuated. The airstrip also needed facilities such as hangars and fuel pumps - even the landing strip was still considerably rough in places and some scrub clearing was yet to be completed.<sup>40</sup>

The first local private aircraft, a machine with a three cylinder Anzani engine, was owned by a Maryborough man named Frank (Bendy) Webber, although Webber, a puntman who lived in Wharf Street overlooking the river, could not fly the machine, he simply displayed it at the Maryborough, Gympie and Bundaberg shows.<sup>41</sup>

The first commercial aircraft and certainly the largest to land at Maryborough up until that time seems to have been the triple engined *Star of Cairns* which landed for fuel en-route to Brisbane from Rockhampton on Friday 28 March, 1930. While this was a commercial aircraft, it was not, strictly speaking, a commercial flight, as not even the fare from Maryborough to Brisbane had been allocated. Owned by the Queensland Air Navigation



Company, the aircraft was a colourful sight and many people flocked to the landing strip to witness the event. The fuselage was painted light blue, the wings silver and the tail assembly was chequered. The pilot, Captain K.M. Frewen, told reporters that although the air-fare from Maryborough to Brisbane had not been definitely decided, he thought that the cost of flying from Brisbane to Townsville would be £12/13/-, only thirty shillings more than the train fare over the same distance.<sup>42</sup>

The first of the regular flights from Brisbane to Townsville commenced operations on 31 March, 1930.<sup>43</sup>

The main reason for the delay in incorporating Maryborough into a recognized air route seems to have been the difficulties of obtaining a licence from the Civil Aviation Department. In May 1930 Mr W. Augenson from the Civil Aviation Department visited Maryborough, and at a meeting with the Maryborough council informed its members that extensions to the airstrip would be needed before a licence could be issued.<sup>44</sup>

Even so, the fascination for aviation was growing quickly. On Saturday 7 June, 1930, shortly after Amy Johnson's record-breaking flight from England (after which she crashed at Brisbane), the first air pageant was held at the Maryborough race-course airstrip. Ten aircraft raced and performed stunts, and local interest was intense. Thousands of people flocked to the strip, paying a total of £245 entry fees, a considerable sum during those years of depression.<sup>45</sup> This historic event was capably described by Dorothy Hughes and Betty Jones in an article they wrote for the Maryborough Girls' Grammar School in 1930:

We set out about noon on Saturday, 7th June, to see the great event. It was a perfect day for an Aerial Pageant, being cool and cloudless ... There were ten 'planes all 'turned up' ready for the start ... The 'planes were Moths and Avro Avians, with the exception of the Queensland Air Navigation 'plane, *Star of Cairns*, a big triple-engined monoplane. It did not enter for any events as it was too large. It took up passengers after the Pageant was over.

The first event was the Aerial Derby. We all became very interested when the 'planes started off, all in line. When they had gone around the chosen course a couple of times we all looked skyward to see who was the winner. We could tell each 'plane by the letters on the fusilage, (sic) as some of us had slips of paper with the names and letters of each pilot and 'plane on it.

The next event was stunting. Three 'planes flew in close formation and looped the loop, rolled and nose dived.

The following event after stunting was the Amateur Pilots' Handicap which was something the same as the Derby. Following this was crazy flying. We were all excited when this event started but many people at the end complained of stiff necks. Captain Scott was the chief performer in this event. He flew upside down, looped, nose-dived, rolled and spiralled. Everyone was on pins and needles wondering what would happen next.

The next event was the landing competition. The 'planes had to land as near as they could to a white sheet. One amusing part was when the sheet became hooked to the tail on one of the 'planes, and the 'plane started up in the air with the sheet flying on its tail.

The final event was really to be gas-balloon chasing but as the wind was not strong enough it could not be held. Instead Pilot Hillman gave a bombing exhibition. He dropped little bags of flour, some of which fell almost on the cars. We were glad to be in the grandstand, so that they wouldn't fall on us.<sup>46</sup>

The problems facing the Queensland Air Navigation Company in their endeavours to establish an air link along the eastern seaboard of Queensland were immense. Many aircraft were still little more than experimental, and without modern services such as efficient weather forecasts, radar and long range effective radio monitoring stations, the task of navigating through difficult conditions was enormous. Because of foul weather conditions one of the company's aircraft, the *Star of Townsville*, with several passengers on board, made a forced landing at Biggenden in August 1930. Upon landing in a paddock the aircraft struck several fence-posts and help had to be sent by car from Brisbane. Repairs were made to the aircraft and stumps had to be cleared from the field before the machine could take off. It landed at Maryborough some hours later where it took aboard a load of fuel before continuing its journey to Brisbane.<sup>47</sup>

Potential aviation passengers were understandably nervous, a nervousness which was heightened by the news of several minor but fatal air-crashes in various parts of Australia and the world.

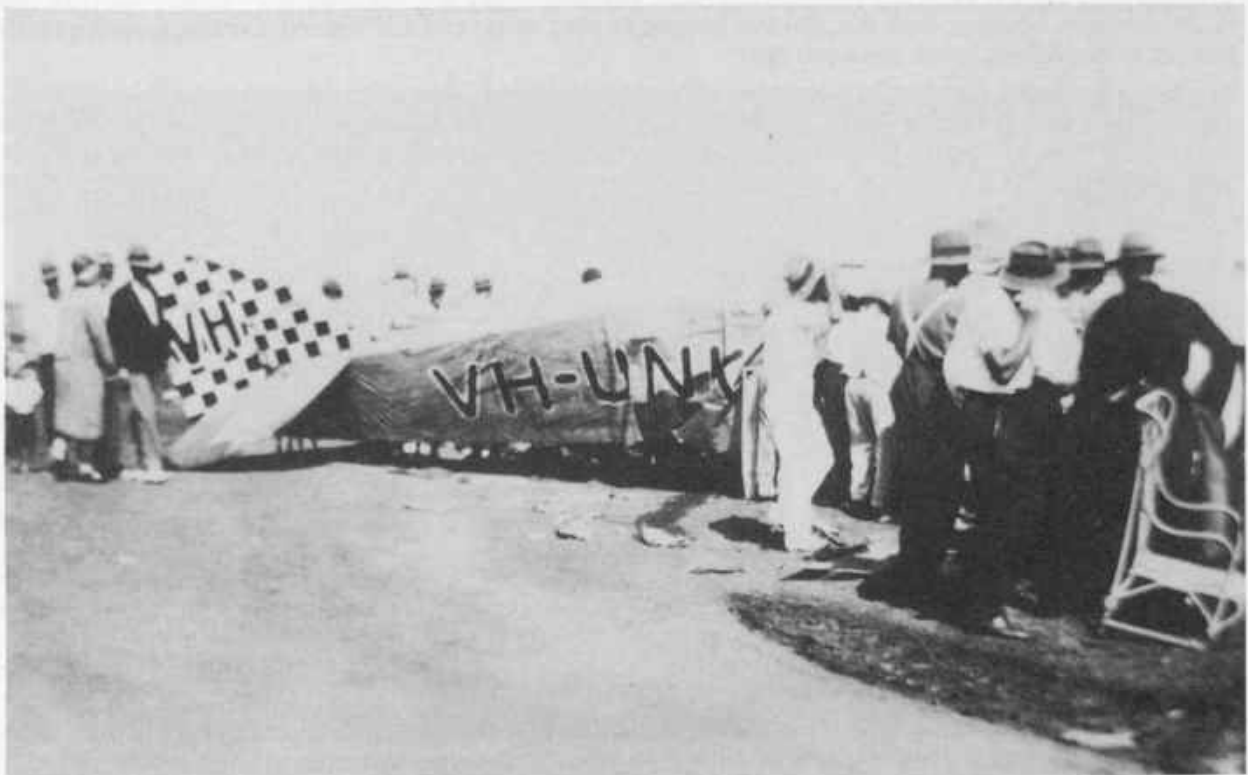
By August 1930, extensions to the airstrip at Maryborough had been almost completed, all the stumps had been removed from the old race-track, more than one thousand pot-holes had been filled and council expected that a commercial licence would be awarded to the strip within two months. Only then could the Queensland Air Navigation Company include Maryborough on regular commercial flights to and from the north.<sup>48</sup>

In January 1931 the Queensland Air Navigation Company's aircraft *Star of Cairns* was flying over Bundaberg when its pilot, Dudley Percy Davidson, noticed that the oil gauge on the starboard engine was not working. Suspecting an oil leak or oil pump malfunction, he closed down the engine and proceeded to Maryborough on the two remaining engines. Landing safely at the race-course airstrip, Davidson telephoned Brisbane for a mechanic who was immediately flown to Maryborough aboard a Gypsy Moth. Repairs were made and that evening, after having experienced a little difficulty starting the port engine, the *Star of Cairns* again took off. The aircraft was just one hundred feet in the air when a considerable quantity of smoke began to pour from the starboard engine. Soon afterwards the engine cut out. Davidson attempted to turn back to the airstrip but he was too low. The aircraft stalled and nosed dived into Island Plantation Road. Davidson and his passenger, Townsville based journalist Ian Henry Higgins, were both killed. The mechanic, William Hedland, who was returning to Brisbane aboard the *Star of Cairns*, was seriously injured. This was the first fatal air crash in Maryborough.<sup>49</sup> The following day the aircraft's sister machine, the *Star of Townsville*, flew over the site and dipped its wings in salute to those who had been killed.<sup>50</sup> Davidson was buried in Brisbane on Friday 2 January, a flight of five aircraft in the form of a cross flying over the funeral cortege.<sup>51</sup>

This crash was to have devastating repercussions for the company. The decrease in passenger numbers, the financial loss of the aircraft itself and the difficulties caused from world-wide depression all combined to force the company to severely restrict its operations. Qantas then took over the route, using a Puss Moth and a DH50. The first official P.M.G. air mail was delivered to Maryborough on 7 May, 1931, by a Qantas aircraft.<sup>52</sup>

By April 1931 there were at least two aviation operations at Maryborough. Lieutenant Ronald Adair had a flying school attached to the airstrip and the fledgling firm of Qantas was operating flights on their seaboard route. With increased activity it was necessary for the Maryborough council to impose a modest landing fee, this was strongly opposed by the aviators and especially by Lieutenant Adair who refused to pay any fees. The council then threatened legal action.<sup>53</sup>

Adair, who was later awarded an O.B.E. for his services to aviation, became managing director of Queensland Airlines Pty. Ltd. The company had been formed to fly between Brisbane and Toowoomba and they extended their route to include Maryborough in 1930.<sup>54</sup>



The *Star of Cairns* which crashed during takeoff at Maryborough in January 1931. Albert Beddows' collection.

On 13 June, 1931, Maryborough experienced another unique aviation event when a tiny Puss Moth equipped with floats - the only such machine then in Australia - landed on the Mary River. The aircraft had been brought for participation in a major air pageant planned for that day when, among many other events, four student pilots were due to take their tests for the basic A Class licence.<sup>55</sup> There was only one mishap during the pageant, this occurred when a pilot named R. Brand experienced engine failure and had to make a forced landing in his Gypsy Moth on the green at the corner of Woodstock and Ariadne Streets.<sup>56</sup>

Maryborough's first glider flight - if it could be described as such - was held at the airstrip on Sunday 2 August, 1931. Les Hansen, a man with no practical experience in aviation or flying, had built the glider in his back yard. For the trial tests at the airstrip it was towed behind a Vauxhall car, and with Hansen as pilot managed to leave the ground briefly on several occasions - much to the amazement of the many spectators. However, later in the afternoon the frail aircraft was caught in a down-draft and violently forced to the ground, seriously damaging the undercarriage. Hansen was uninjured in the crash.<sup>57</sup>

By the end of 1931 the Brisbane to Townsville air route had proved to be unprofitable for Qantas and they cancelled the service, but soon afterwards the Queensland Air Navigation Service began to operate. With Ron Adair at the controls of a new Hawk Moth, Maryborough once again received an air service.<sup>58</sup>

The dispute over landing fees had still not been solved by this time, although in February 1932 the council decided that an equitable figure for such a privilege should be two shillings and sixpence for aircraft either landing or taking off, providing they were carrying fare-paying passengers. This fee also neatly solved the problem of how much the caretaker of the airstrip should be paid. This man was allowed to live in a small house at the airstrip, and for collecting the landing charges and keeping the house and garden in order he was permitted to receive half of each landing fee.<sup>59</sup>

The Wide Bay and Burnett Aero Club was incorporated as a limited liability company in July 1932. Club subscribers included Ronald Lindsay Weir, a solicitor of Bazaar Street, Robert Watson, Elizabeth White Neilson, James Arthur Caswell, Edward George Jackson, Stead Brook Lowe, Gilbert Neilson and Cyril Frederick Corser.<sup>60</sup>

In September 1935 Maryborough experienced its second air crash when the undercarriage of a Gypsy Moth collapsed on landing. On Saturday 21 September that year Eric Warrell, a Bundaberg man who had been holidaying in Brisbane, received an urgent telegram to inform him that his mother was dying and that he should return immediately to Bundaberg. Warrell hired a pilot named Carlson Fletcher Moore of Annerley to fly him to Bundaberg the following Monday. The Gypsy Moth was not capable of flying directly to Bundaberg without refuelling and Moore intended to refuel the aircraft at Maryborough. After the crash the aircraft was totally wrecked, however, both the pilot and passenger were unharmed and Warrell was able to continue his journey to Bundaberg by car the same day.<sup>61</sup>



*Jim Caswell and his aircraft, Maryborough airstrip ca. mid 1930s.  
Maryborough, Wide Bay and Burnett Historical Society.*





*De Havilland Puss Moth at Maryborough airport, ca. 1935. Albert Beddows' collection.*

Aircraft traffic at the Maryborough airstrip became substantially more frequent during the following few years. On some days up to eight or nine aeroplanes either landed or took off. In 1937 the people of Maryborough reacted generously to a call for help broadcast over Radio 4MB. The radio announcer stated that he had received a report of an aircraft which seemed to be lost over the Colston Junction area. Railway officials at Colston had reported that they had heard the sound of an aircraft circling in the sky above them. They had phoned the police at Maryborough to inform them that an aircraft seemed to be searching for somewhere to land. Through the radio broadcast police immediately asked owners of cars to hurry to the Maryborough airport where the landing strip could be illuminated with their headlights. Within a few minutes more than two hundred cars had rushed to the site. The police quickly organized them into the standard L pattern, the foot of the L facing into the wind to give the pilot his landing direction. However, nothing more was heard from the sky, no aircraft materialized and it was later believed that the railway officials had mistaken the sounds of a truck for an aircraft.<sup>62</sup>

In 1937 the first navigation beacon was installed at Maryborough. The beacon, set on top of a steel tower above Corser and Company's warehouse, was one of a chain of such beacons installed around the country from Perth to Cairns. Flashing a soft green light the beacon also continuously transmitted its location signal of MB in morse code.<sup>63</sup>

Over the following few years the airfield came in for some scathing criticism - primarily from pilots and airline operators who claimed that the strip was unsuitable in certain conditions and that after heavy rain large pot-holes appeared. This resulted in the strip losing its A Class rating. In February 1940 the council decided to spend £2000 on constructing three new runways so that the A Class rating would be restored. However, this decision was later deferred.<sup>64</sup>

During the Second World War the airstrip was taken over by the Royal Australian Airforce for use as an air training school. Initially it was intended to use the school to train pilots to solo standard and then transfer those pilots to a more advanced school situated at Bundaberg. Later these plans were changed and the unit became a school for air gunners and radio operators. The airforce extended the runway for the use of military aircraft and, despite these military operations, allowed commercial flights to continue for the duration of the war. In April 1945 the famous Lancaster bomber G for George visited Maryborough and carried out flights over the city for subscribers to the war loan. These people had subscribed more than £1000 to the loan.<sup>65</sup> G for George, with an Australian crew, had carried out a record number of bombing raids over German territory during the war. It is presently on display at the Australian War Memorial, Canberra.

At the end of the Second World War the training school at Maryborough was closed and the British Fleet Air Arm took over. The Department of Civil Aviation later resumed control and there was considerable discussion concerning what would become of the various buildings. However, on 11 August, 1946, these discussions were substantially overshadowed when another aircraft, a Tiger Moth, crashed shortly after taking off killing its pilot and badly burning the passenger. With a man named Samuel William Nissen at the controls and Jack Mandell Tierney as passenger, the aircraft had left Bundaberg that morning after participating in the opening of the Bundaberg Aero Club. At approximately 10 a.m. it landed at Maryborough for fuel and upon take-off the pilot attempted a turn at a height of one hundred feet. Unfortunately the aircraft's airspeed was not sufficient, the wings stalled, the Tiger Moth side-slipped and fell to the ground where it immediately burst into flames.<sup>66</sup>

Trans-Australia Airlines (TAA) began servicing Maryborough in 1951, flying routes both north and south in conjunction with Queensland Airlines, the company formed by pioneer aviator Ronald Adair.<sup>67</sup>

The first civil prop-jet aircraft to land at Maryborough, a Fokker Friendship operated by Trans-Australia Airlines, arrived on Sunday 5 July, 1959. It was one of only two such aircraft then operating in Australia. The aircraft had flown from Rockhampton to Maryborough in one hour and ten minutes, twenty minutes faster than the DC 3 which normally flew the route. More than two thousand five hundred Maryborough people flocked to the airport to see the aircraft. After the jet had departed and the spectators attempted to return home, a huge traffic congestion of approximately five hundred cars was created on the Saltwater Creek Road.<sup>68</sup>

The first Fokker crash on the Maryborough northerly route occurred in June 1960. Twenty-nine people died when the aircraft, travelling north from Brisbane via Maryborough, plunged into the sea off Mackay. Those killed included Maryborough residents Mr C. Rhodes, Mr J. Fisher and Miss H. Kidd. This was the first crash of a Fokker Friendship anywhere in the world.<sup>69</sup> An inquest was later held at Brisbane and at Maryborough, returning a finding of no known cause.<sup>70</sup>

Maryborough and district remained relatively accident free for the following few decades, despite a number of small incidents including a glider which crashed into a cane field. The most serious event in modern Maryborough aviation history happened in May 1989 when a Piper Cherokee leased by the Parker Air Taxi Company crashed into heavily timbered country near Orchid Beach. Four men were killed.<sup>71</sup>

Without doubt the man who did the most for the advancement of aviation in Maryborough was Ronald Adair. Born in Maryborough on 22 May, 1894, he died at Brisbane on 27 June, 1960.<sup>72</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Fifty-five.

1. M/C. 1 May, 1895.
2. M/C. 11 May, 1895.
3. M/C. 17 September, 1919, p 3.
4. M/C. 18 September, 1919, p 2.
5. M/C. 19 September, 1919, p 2.
6. M/C. 18 September, 1919, p 2.
7. M/C. 3 August, 1920, p 2 and M/C. 4 August, 1920, p 5.
8. M/C. 5 August, 1920.
9. M/C. 3 August, 1920, p 2.
10. M/C. 4 August, 1920.
11. M/C. *ibid.* p 5.
12. M/C. *ibid.*
13. M/C. *ibid.*
14. M/C. 5 August, 1920.
15. M/C. 5 August, 1920, p 3. For further details on the establishment of Finney Isles and Co., and particularly its founder, Irish-born Thomas Finney, see M/C. 17 December, 1903, p 2.
16. M/C. 5 August, 1920, p 3.
17. M/C. 11 August, 1920, p 2.
18. M/C. *ibid.*
19. M/C. 5 September, 1970, p 8.
20. M/C. 8 November, 1920, p 3.
21. M/C. *ibid.*
22. M/C. *ibid.*
23. M/C. *ibid.*
24. M/C. *ibid.*
25. M/C. 17 January, 1921, p 3.
26. M/C. *ibid.*
27. M/C. 25 April, 1921, p 2.
28. M/C. 6 May, 1921, p 4.
29. M/C. 5 September, 1970, p 8.
30. M/C. 19 September, 1928, p 8.
31. M/C. 18 November, 1929, p 7.
32. M/C. 28 September, 1921, p 2.
33. M/C. 30, September, 1921, p 5.
34. M/C. 5 October, 1921, p 8.

35. M/C. 23 June, 1928, p 8.
36. M/C. 5 September, 1970, p 8.
37. M/C. 21 June, 1928, pp 3 and 7.
38. M/C. 17 April, 1929, p 10.
39. M/C. 22 March, 1930, p 8.
40. M/C. *ibid.*
41. M/C. 5 September, 1970, p 8.
42. M/C. 29 March, 1930, p 12.
43. M/C. 5 September, 1970, p 8.
44. M/C. 22 May, 1930, p 5.
45. M/C. 9 June, 1930, p 2.
46. *The Magazine of the Girls' Grammar School*, 1930, pp 21-21.
47. M/C. 22 August, 1930, p 6.
48. M/C. 29 August, 1930, p 9.
49. M/C. 1 January, 1931, p 5.
50. M/C. 2 January, 1931, p 4.
51. M/C. 3 January, 1931, p 8.
52. M/C. 5 September, 1970, p 8.
53. M/C. 23 April, 1931, p 2 and M/C. 6 May, 1931, p 8.
54. M/C. 6 June, 1959, p 13.
55. M/C. 12 June, 1931, p 8.
56. M/C. 15 June, 1931, p 8.
57. M/C. 3 August, 1931, p 6.
58. M/C. 5 September, 1970, p 8.
59. M/C. 10 February, 1932, p 12.
60. Memorandum and Articles of Association of the Wide Bay and Burnett Aero Club, 1932.
61. M/C. 23 September, 1933, p 4.
62. M/C. 5 February, 1937, p 7.
63. M/C. 22 December, 1937, p 10.
64. M/C. 22 February, 1939, p 2 and M/C. 4 April, 1940, p 5.
65. M/C. 5 September, 1970, p 9.
66. M/C. 12 August, 1946, p 1.
67. M/C. 6 June, 1959, p 13.
68. M/C. 6 July, 1959, p 1.
69. M/C. 13 June, 1960, p 1.
70. M/C. 17 March, 1961, p 2.
71. M/C. 29 May, 1989, p 1.
72. M/C. 5 September, 1970, p 9.



## Chapter Fifty-six.

### Darkness and Light.

During the first decade of the 20th century a new age was arriving in Maryborough, as we have seen, aircraft were making frequent appearances at Ululah, shipping was being built at Walkers, industries were expanding and slowly, clumsily, often controversially, the city came alive with electric light. Yet the road to such illumination was certainly not easy and the story of darkness and light in Maryborough reflects a history steeped in tortuous problems and continual frustration.

Illumination in Maryborough - especially during the very early pioneering years - was primarily provided by candlelight, although there were varieties of inefficient and somewhat noisome lamps available which burned insalubrious mixtures of odorous and fatty oils. In 1861 a Sydney company advertised in the *Maryborough Chronicle* that they were then marketing the 'entirely new' invention of kerosene, claiming that this 'remarkable' new method of illumination, this 'liquid gas,' which had been 'proved' in London and America, was far superior to any oil then available and that because it was, 'not inflammable it burned with a steady brilliant light, possessing no unpleasant smell, and (was) acknowledged by far to be the best and cheapest light yet introduced.' Special lamps for burning this 'revolutionary' new oil were also advertised.<sup>1</sup>

In these advertisements the manufacturers were evidently having serious problems with their capacity for truth. The kerosene which they were so anxious to distribute was, in fact, a highly dangerous concoction poorly distilled from petrol and became infamous for its volatility. It exploded regularly, often causing death or severe injury to anyone nearby, it emitted dark clouds of noxious smoke and the smell was so strong that households often preferred to use candles. Yet it was an advance - of sorts. Shop windows were illuminated at night with kerosene lanterns, as were halls and churches and many other public institutions. The lanterns themselves were often elaborate works of art and were displayed with pride in dining, lounge and drawing rooms.<sup>2</sup>

Kerosene lamps were a relatively easy and readily accepted addition to the somewhat primitive method of candle illumination, however, a far better form of illumination in the form of gas - produced from Burrum coal - was about to be introduced to Maryborough.

The Maryborough Gas Company was formed in 1878. In January that year seven Maryborough residents, John Walker, Henry Palmer, John Graham, J. Gilbert, Richard Matthew Hyne, William Young and Edward Booker, became provisional directors of the company, having invested £1200 in the venture. The authorized capital was £10,000 divided into two thousand £5 shares. Land in Bowen and Kent Streets was purchased from Richard Bingham Sheridan for £800, and a Walkers' tender for £6650 was accepted for the erection of the plant and buildings.<sup>3</sup>

When gas was first made available to Maryborough residents in August 1879 this was seen as being the pinnacle of modernity. The *Maryborough Chronicle* reporting:

According to promise the gas was turned on in proper style on Saturday night. On the previous evening the manager of the (gas) works took a preliminary canter by way of testing the pipe-laying and gas-fitting work through the town and loudly proclaimed any leaks existing. By Saturday evening everything was in order and the gas, being of excellent quality, the town under its influence presented an animated and illuminated spectacle. Many of the shop-keepers employed a number of jets and indulged in exceptional brilliance. Mr Booker's (butchery) establishment being a blaze of light ... one enthusiast at north Maryborough fittingly celebrated the occasion by a flaming consumption of as much gas as his meter would pass.<sup>4</sup>

Street illumination at this time was meagre and feeble - despite the newspaper reports. Gas lamps were set up in the central business district and in a few inner areas of the town, but for the most part the remainder of the town was, for many years, left in darkness. These gas lamps - especially in the early years, were unwholesome affairs. The gas jets were simply naked flames which had two distinct forms, one in the shape of a fish tail, the other in the shape of a fan tail, and they were known as such. Around the lamp they lit the area with quite bright illumination but they seemed to have the affect of darkening the spaces in between the lamps. This problem was solved some years later by the introduction of the gas mantle which gave a far brighter and more even distribution of the light.<sup>5</sup>

When Walkers imported a number of gas cookers in April 1880 the Maryborough public generally were agog with the possibilities of this new innovation. The press later reported that such a simple invention would do away with, '...firewood, general servants and other similar impediments.'<sup>6</sup>

The installation and operation of the gasworks proved to be efficient and effective and there were few problems with the system. In September 1881 the authorized capital of the company was increased by £10,000, and again by another £10,000 in March 1886. The company, and demands upon it, grew rapidly over the following years. In March 1914 the £30,000 capital was increased to £50,000 and by 1951 this had doubled to £100,000.<sup>7</sup> It was, without doubt, a vastly successful business venture.

Electricity, however, was to have a far longer and more difficult birth into Maryborough.

The introduction of electricity depended entirely upon such a venture being a viable business prospect. A public company had to be floated, shares issued and ultimately, money had to be made out of the project. The possibility of Maryborough being illuminated with electricity had been a topic of conversation for many years. By 1914 a proposal to install electricity was before the Maryborough City Council. By that time Childers - then lit with acetylene and kerosene burners - was actually in the process of installing an electric plant - the first in the Wide Bay region. Machinery, including a Kynoch suction gas engine and producer, was landed at Hervey Bay by the *SS Rimutaka* in December 1914 and carried to Childers by John David Ruhle, the former Maryborough fire superintendent who by this time owned his own carrying company based in Ellena Street.<sup>8</sup> This engine remained in operation until April 1933 when it was destroyed following a somewhat explosive break-down of the crank shaft. The press later described the scene as having, '...the appearance of a war-time wreck,' and it was fortunate that the watch-keeper, C. Bouttell, had not been in the room at the time of the incident or he would almost certainly have been killed.<sup>9</sup>

Maryborough, of course, being the largest centre in the Wide Bay, was somewhat usurped by having an electric generator installed at a smaller centre. However, council members were divided over the issue, some aldermen believed that the supply should be a council incentive while others thought it would be easier and cheaper to leave it to private enterprise. While the procrastination and debate continued, several municipalities such as Bundaberg and some far smaller than Maryborough were proceeding with their own plans to install privately funded lighting.<sup>10</sup>

Twelve months later, in December 1915, the prospectus for the Maryborough Electric Supply Company, headed by Mr J.E. Redmond, was finally issued. This document claimed that electricity had significant advantages over gas, its costs were lower and it was virtually maintenance free, whereas gas used mantles and chimneys. The prospectus also pointed out that subscribers would have the added advantage of being able to use electric fans during the summer months. Subscribers were promised that even if the float did not succeed, every subscriber would have his or her money refunded.<sup>11</sup>

The Maryborough council remained divided over the issue and at a meeting held on 24 August a special committee set up to investigate the problem recommended that the council reject Redmond's proposal and install lighting as a municipal project. The editor of the *Chronicle* was sufficiently frustrated to write, '...we must now wait a very much longer time for electric light and power in this city than would have been the case if the company would have been allowed to proceed ... We are long past the time when a city of the size and importance of Maryborough should be provided with this modern facility.'<sup>12</sup>

The question was put to the people of Maryborough in a referendum on 18 September, 1915. In preparation for the referendum Redmond had distributed a great many leaflets entitled: 'Electricity versus Gas.' In this leaflet he claimed that electricity would be cheaper than gas and that it would be the sensible thing to vote for his electricity unit. Joseph Robinson, the secretary of the Maryborough Gas Company (and former part owner of the *Maryborough Chronicle*) speedily released the real costs. According to his figures gas was approximately half the price of the electricity charges which would be made by Redmond.<sup>13</sup>

Redmond was defeated in the referendum but the council was still facing legal restrictions. The Local Authorities Act stipulated that the council could not install electricity if a private company was doing so or was prepared to do so as a commercial venture.<sup>14</sup>

However, Redmond gave up in disgust and the matter fell entirely to the council. Yet nothing was done and Maryborough continued to be lit by gas. It was not until 1919, after the end of the Great War, that the question once again became an important issue. The Local Authorities Act had been repealed by state government leaving the way clear for the council to install electricity.<sup>15</sup>

A special committee under the chairmanship of Alderman E.H. Warry was formed in May 1919 to investigate the possibilities and costings.<sup>16</sup> By April the following year the committee's reports were so favourable that the council decided to proceed with the project at an estimated cost of £50,000. There were two sites then under consideration for the generating plant. The first was the old cemetery opposite the flour mill, and the second was a vacant block of privately owned land nearby. The cemetery was subsequently dismissed as a site as it had already been designated a public park.<sup>17</sup>

Yet even so, progress was ponderously slow. By August the following year a consulting electrical engineer, E.R. Gibson, had been contracted and an advertisement for a linesman had been placed in several newspapers. At a council meeting held on the evening of Monday 22 August, 1921, Alderman Warry - who was one of the leading instigators of the project - advised his colleagues that several letters had been received from local people either nominating themselves for positions within the electricity scheme or nominating others. One letter had, in a derogatory fashion, mentioned the name of a person with the plea: 'For God's sake don't appoint him if he applies for the job,' a comment which resulted in spontaneous laughter from the other aldermen.<sup>18</sup>

The site for the first power house was eventually chosen, the former sash and door factory on the corner of Kent and Tooley Streets. The contractor for the supply and installation of the equipment was the British Engineering Supply Company, under the direction of Mr R.W. Wild. At 10 a.m. on Wednesday 28 September a large number of residents and several members of the press gathered in Kent Street to watch T.J. McGuire, the foreman in charge, and his men, erect the first electric light pole. The weather was poor, a fine drizzle at the beginning of the work soon developed into a steady downpour which resulted in the men stopping work for a short period, but by 10.20 a.m. the pole was in place with the Australian flag fluttering in the breeze.<sup>19</sup>

By February the following year the work was still continuing, but, as the press lamented, it had not then, '...reached the point where the touch of a button at the power house will bejewel the streets with flashing electric stars.'<sup>20</sup> Yet progress *was* being made. High tension wires had been installed along many of the streets of the central business district and also along Churchill Street to the intersection with John Street. Several private residences had also been wired ready for the power. This completed the first phase. The second phase, including the taking of wires up to the hospital, was planned, but this would not go into effect until there was sufficient demand for power from those proposed areas. The actual coal-burning power plant had still not arrived at Maryborough, although it was expected at Brisbane at any time.<sup>21</sup>

By July, however, all was in readiness and on the 28th of that month the Maryborough town clerk, David McRae Woodrow, authorized an advertisement in the *Maryborough Chronicle* stating that within a few days the power would be turned on. Yet there were further delays, the days passed and still there was no light. The cause of the problem was a set of switchboards which had mysteriously gone missing in transit. By 9 August the power had still not been turned on and Warry was stating, '...with much pleasure,' that another switchboard had been borrowed and that power would soon be available.<sup>22</sup> Electricity would not be available all day, or even all night, it was envisaged that it would be restricted to the hours of 3 p.m. to midnight.<sup>23</sup>

Shortly afterwards power did flicker on temporarily as the contractor made various tests. The missing switchboard had still not been located but during this test Maryborough residents were treated to a tempting sample of what they might expect when the council eventually took over the operation from the contractor and officially switched the power on for the first time. However, before control could be passed to council there were further obstacles to be overcome. On Wednesday 6 September the contractor made an official test of the equipment and it was found that there were further adjustments to be made. The following day during another test a pump broke down and new parts had to be manufactured at Walkers. The council had taken the premature step of cutting off all the gas lighting and so a temporary source of power had to be taken from Walkers' own generating plant backed by another private plant owned by Stuparts Ltd.<sup>24</sup>

The delays continued and questions were asked in council, they were questions to which Alderman Warry had only partial answers. Finally, on the evening of 3 October, 1922, he advised council that there had been a certain amount of bungling and this ineptitude had caused considerable delays. He stated that the British Engineering Supply Company had sub-contracted the tender for the switchboard to the firm of Bider Smith and Company. This company had delayed in ordering the instruments and, at the time of the council meeting, the equipment had only just left England and was not expected to arrive in Australia until at least late December. The temporary switchboard was sufficient for the supply of a percentage of power but no consumer costs could be calculated and so the council could not take over control from the contractor.<sup>25</sup>

Ernest Albert Osbourne was appointed manager of the council's electricity department but the department was plagued by controversy, particularly over the costs of installations. For example in September 1922 a consumer was charged £15/15/- for the installation of five lights and a heating iron - although he had been quoted just £9/10/- for the work. This, it seems, was no isolated incident.<sup>26</sup>



By January the following year Ernest Albert Osbourne had been replaced by W.J. Crichton, the problems had been largely solved and two generating plants were in commission. The first plant was a Marshall Locomobile engine and boiler coupled with a Metropolitan Vickers alternator which rated a full load of nineteen amps at 5300 volts. It went into permanent service that month and ran continuously for the following nine months with only a little trouble due to hot bearings.<sup>27</sup>

The second plant was a Babcock and Wilcox boiler with a Belliss-Morcom engine coupled to a Thomson Houston alternator. This rated a full load of thirty-two amps at 5200 volts. This engine was used periodically through the same period, although at a higher running cost and at the end of that time was found to be in need of extensive maintenance.<sup>28</sup>

In mid-November a series of violent thunderstorms repeatedly blew the fuses at the power house plunging the city into darkness. Almost as soon as the fuses were replaced more electrical interference from the storms would again blow them, and eventually it was decided to close down the power altogether. Patrons of the picture theatre at Newtown were gratified that the owners of the theatre had installed a back-up plant, but those watching films at the city hall were forced to abandon their night's entertainment. As the press reported, '...altogether it was a chapter of unfortunate mishaps.'<sup>29</sup>

And more problems were to follow. The first plant began to have a series of minor breakdowns which resulted in the contractor sending an engineer to conduct tests. During one of these tests made at 7 a.m. on 30 May, 1925, a steel strap overheated and seized causing considerable damage to the engine. Gibson reported that it would take approximately two months for an engineering firm to carry out repairs and warned that the second plant was due to be closed down for maintenance in August.<sup>30</sup>

By the middle of the following month little, if anything, had been done to rectify the situation. As the plant had broken down under the supervision of the contractor's engineer and as there were certain contractor's guarantees involved, it fell to the contractor to carry out the repairs. As the weeks passed with no sign of a resolution the affair was placed into the hands of solicitors Morton and Morton who advised that there had indeed been a breach of contract.<sup>31</sup> The problems led to some fierce arguments in council and scathing news headlines such as: 'Electricity Bungle,' but no resolutions seemed to be within sight.<sup>32</sup>

After a thorough overhaul the Marshall plant was returned to operation but the problems continued for the following few years until it was eventually decided to abandon the unit and replace it with another Belliss-Morcom generating plant which was in full operation by April 1927.<sup>33</sup>

The first fatality from electricity appears to have occurred in 1929 when Ethel May Phillips died after using a faulty iron at her home in Pallas Street. Mrs Phillips had previously known that the iron was faulty and had had it checked with the technical staff at the power house. Some minor repairs had been effected but evidently the fault had not been rectified as Mrs Phillips's sister-in law had later received a minor shock from the appliance. Ethel Phillips was found dead at the ironing board on 4 April, 1929, and at the later magisterial enquiry it was revealed that her shoes had been wet when she had picked up the defective iron.<sup>34</sup>

For many years small country towns in the Wide Bay and Burnett district remained without electrical power and it was not until the mid 1930s that some of these regions began incorporating small power plants. In 1938 the Wondai Shire Council placed a proposal before the labour and industry minister, Mr M.P. Hynes, that a central power station should be built at Howard using coal from the region which would supply current to Maryborough, Bundaberg, Pinalba, Howard, Childers, Biggenden, Gayndah, Mundubbera, Wondai, Murgon, Goomeri, Kilkivan, Kingaroy, Yarraman, Nanango and several other smaller towns and villages. The Wondai Shire Council proposed that the costs of the construction of the power house should be borne by the various local authorities on a pro rata basis.<sup>35</sup> This, however, was not an original concept, but merely the modified form of a proposal presented to the royal commission on electricity in May 1936.<sup>36</sup>

In Maryborough the proposal was a contentious issue, so contentious that the council decided in December 1938 to place the problem before the people and initiate a referendum on the matter.<sup>37</sup>

In February 1939 a meeting of representatives of all the local authorities involved in the proposed scheme was held at Maryborough. Wondai shire chairman, Councillor P.H. Outridge, outlined the plan in detail and the other representatives endorsed the principle of the proposal.<sup>38</sup>

However, due to the Second World War the concept was to stagnate for the following six years and it was not until June 1945 that the chairman of the State Electricity Commission, Mr S.F. Cochran, announced that a new power station would definitely be sited at Maria Creek near Howard.<sup>39</sup> The decision was quickly endorsed by the Maryborough council.<sup>40</sup>

After the Second World War the Wide Bay Regional Electricity Board was constituted with power being generated from Maryborough, Bundaberg, Pialba, Gayndah and Isis. In 1946 the board had temporary offices at the Maryborough city hall and at the School of Arts. The following year the board moved its administration to new offices at the corner of Kent and Lennox Streets. The board moved again (in 1954) to modern offices in Bazaar Street which had been purchased and refitted at a cost of £35,000.<sup>41</sup>

In January 1946 the Wide Bay Regional Electricity Board authorized the chairman of the State Electricity Commission, to place an order for generating plant for the Howard power station. At the same time Mr J.R. Cooper, formerly of Lismore, was appointed to the position of electrical engineer.<sup>42</sup> Yet progress was slow. It was not until March 1949, more than three years later, that the electricity commissioner, Mr S.F. Cochran, advised the public that the boiler drums for the new power station were then under construction with an English manufacturer named Adamson and Co. and that the drums would be sent by sea to Australia in June and July that year.<sup>43</sup>

On 1 July the *Maryborough Chronicle* reported that work on the station would have to continue three times more quickly than it was then progressing if the station was to be finished within two years. A shortage of timber, especially the expensive imported Swedish spruce, was one of the contributing factors to the lack of progress.<sup>44</sup>

By the end of 1949 a substantial amount of the construction work had been completed but there was still no date set for the commencement of operations.

At nine p.m. on Friday 13 January, 1950, the Childers power house was totally destroyed by fire. Storekeepers who had just re-stocked their refrigerators with goods following the Christmas rush lost heavily, as there was no possibility of any kind of back-up supply and it was certain that with the exception of a small amount of emergency lighting - especially for the hospital - the town would be blacked out for many months.<sup>45</sup>

The Howard power station was finally opened by the mines and electricity minister, Mr W. Power, on Saturday 15 September, 1951. The entire project had taken more than six years to complete and cost in excess of £3.5 million.<sup>46</sup> However, this was never to be a particularly successful operation. For the following eighteen years the station provided the region's power with only few problems. Extra generating machinery was installed at various intervals but by 1968 it had become obvious that the power generated was far too costly compared with power from the larger station at Swanbank. At a meeting of five local authorities held on 25 March, 1968, the delegates were informed by Mr H. Clacher, the deputy state electricity commissioner, that according to a report written in 1960 by overseas engineers who had been contracted to look at the entire system of electricity supply in Queensland, the time had come to interconnect the Wide Bay region with the Southern Electricity Authority in order to save four million dollars in expenditure by the year 1970. There was still plenty of coal at Burrum to supply the Howard station but the cost of coal relative to the small area to which electrical supply was generated determined that it was no longer an economically viable proposition. The fate of the Howard station was effectively sealed.<sup>47</sup> Yet its demise was not to be a rapid one and in April 1971 the manager of the Wide Bay Burnett Electricity Board, Mr G.C. Norrish, assured the public that the station would not be closed. 'On present indications it would run for many years,' he said.<sup>48</sup>

Norrish's predilections were somewhat over-optimistic. In March 1972 the mines minister, R.E. Camm, announced that the station would be relegated to a 'booster station,' and that some retrenchments were imminent.<sup>49</sup> The press later headlined that the decision was, 'a tragedy.'<sup>50</sup>

Yet the station struggled on for several more years. In April 1978 the member for Maryborough, Brendan Hansen, was advised by Camm that it would close at the end of March 1980. Camm had stated that the stations at Howard, Townsville and Rockhampton would all close because they had reached the end of their economic lives.<sup>51</sup> On Tuesday 24 June, 1980, at 9.25 p.m., the master control switches were thrown off for the last time. A caretaker and a small staff were installed to care for the buildings and machinery and there was considerable comment over what would become of them - some people speculated that the site would be ideal for a prison or women's refuge. Much of the equipment was later shipped to Brisbane for use in the Tennyson and Bulimba power stations.<sup>52</sup>

The site was offered for sale in 1980 and again in 1981, but on both occasions negotiations broke down. The press reported that it was finally sold to David Parsonage in April 1983. Parsonage said that he planned to use the site to open an industrial estate.<sup>53</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Fifty-six.

1. Reproduced in M/C. 3 May, 1911.
2. M/C. 13 July, 1935, p 2.
3. M/C. 6 June, 1959, supplement p 8.
4. Reproduced in M/C. 24 August, 1929, p 14.
5. M/C. 13 July, 1937, p 2.
6. Reproduced in M/C. 26 April, 1930, p 4.
7. M/C. 6 June, 1959, supplement p 8.
8. M/C. 2 December, 1914.
9. M/C. 28 April, 1933, p 6.
10. M/C. 19 August, 1915 p 4.
11. M/C 17 February, 1915.
12. M/C. 25 August, 1915, p 4.
13. M/C. 18 September, 1915, p 12.
14. M/C. 23 July, 1919, p 3.
15. M/C. *ibid*.
16. M/C. 21 May, 1919, p 6.
17. M/C. 21 April, 1920, p 4.
18. M/C. 23 August, 1921, p 2.
19. M/C. 29 September, 1921, p 6.
20. M/C. 21 February, 1922, p 4.
21. M/C. *ibid*.
22. M/C. 9 August, 1922, p 8.
23. M/C. 24 August, 1922, p 5.
24. M/C. 9 September, 1922, p 10.
25. M/C. 4 October, 1922, p 4.
26. M/C. 15 November, 1922, p 10.
27. M/C. 6 March, 1924, p 3.
28. M/C. *ibid*.
29. M/C. 15 November, 1923, p 4.
30. M/C. 31 May, 1924, p 10.
31. M/C. 14 June, 1924, p 12.
32. M/C. 30 June, 1924, p 2.
33. M/C. 12 April, 1927.
34. M/C. 25 April, 1929, p 5.
35. M/C. 8 October, 1938, p 7.
36. M/C. 19 November, 1938, p 11.
37. M/C. 14 December, 1938, p 9.
38. M/C. 16 February, 1939, p 1.
39. M/C. 12 June, 1945, p 3.
40. M/C. 13 June, 1945, p 4.
41. M/C. 6 June, 1959, supplement p 8.
42. M/C. 23 January, 1946, p 2.
43. M/C. 2 May, 1949, p 2.
44. M/C. 1 July, 1949, p 7.
45. M/C. 14 January, 1950, p 1.
46. M/C. 17 September, 1951, p 2.
47. M/C. 26 March, 1968, p 2.
48. M/C. 20 April, 1971, p 6.
49. M/C. 24 March, 1972 p 1.
50. M/C. 27 March, 1972, p 7.
51. M/C. 12 April, 1978, p 1.
52. M/C. 22 September, 1981, p 11.
53. M/C. 23 April, 1983, p 1.



## Chapter Fifty-seven. Bridging the Gaps.

There have been three major bridges of historical importance built in Maryborough, two of them have certainly been cause of much contention, public debate and political wrangling. They were also significant constructions utilizing methods and materials never before attempted in Australia.



*Prince's ferry 1867. Source - Maryborough, Wide Bay and Burnett Historical Society.*

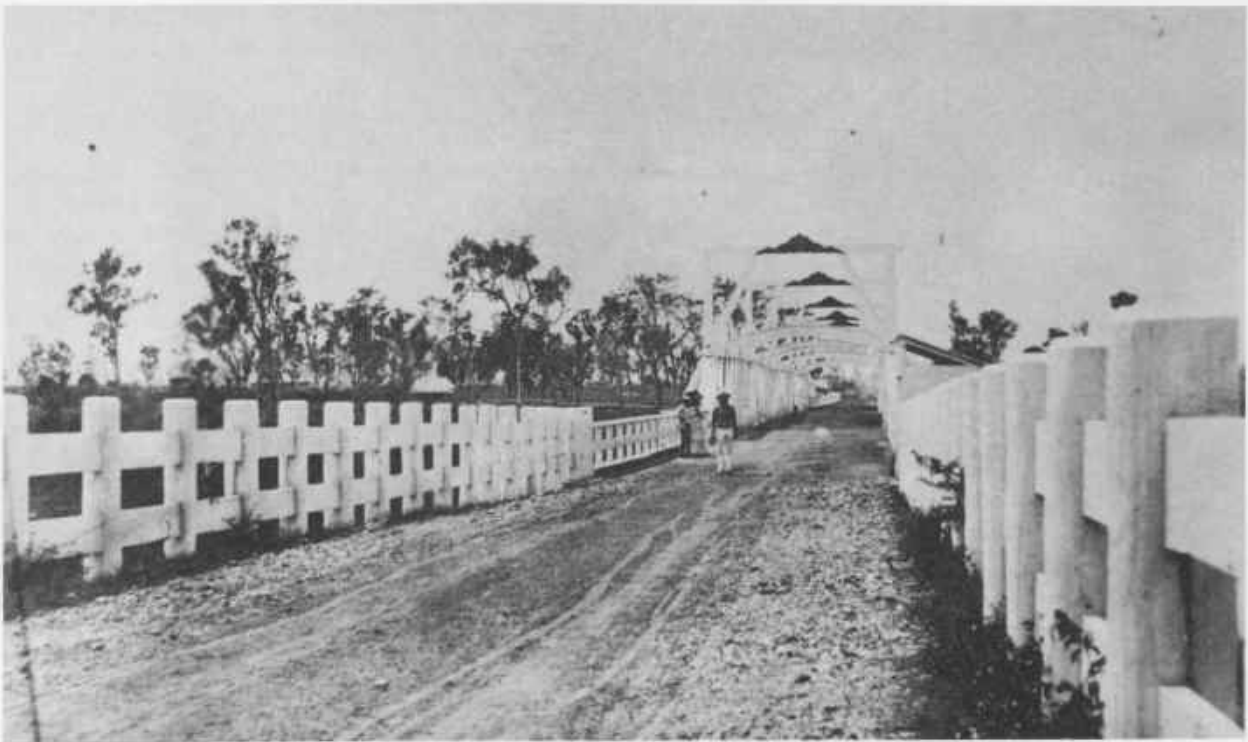
After the Gympie gold strike in 1867 it soon became increasingly obvious that the Prince's ferry which then linked Maryborough to Tinana was hopelessly outdated and inadequate. Thousands of diggers arrived at the Maryborough wharfs and walked or rode south to Gympie - sometimes waiting for long periods to cross the Mary River to Tinana. Yet despite this sudden influx of travellers and the resulting strong, long and strident calls from the Maryborough people to have a bridge erected, the Queensland government continued to refuse to provide funds for its construction.

It was not until 1874, during Arthur Macalister's third (and final) term as Queensland's premier, that the Queensland government conceded that a bridge over the Mary River to Tinana would be of vital importance. Having made this admission they eventually approved the necessary funding. The first pile was driven on 1 January, 1875. This was a historic moment, not only for the construction of the bridge but also for its method of construction. The entire bridge was to be made of Australian wood - a material never before used in Australian bridge construction. Until this time all other major bridges had been built of iron and the components largely imported from overseas. The piles for the Maryborough bridge were fitted with a thread, six feet in length, which enabled them to be screwed into the mud using capstans, each manned by twelve men. This was another Australian precedent and engineers throughout the country were monitoring the progress of the construction with particular attention.

The bridge took approximately thirteen months to complete - although the official opening was held twelve months after the first pile had been driven and when the bridge was not ready for traffic. A carnival atmosphere descended over Maryborough on New Year's Day 1876 when works minister H.E. King, officially opened the bridge which had been built for less than the estimated budget of £10,000. However, the press was severely critical of the construction stating:

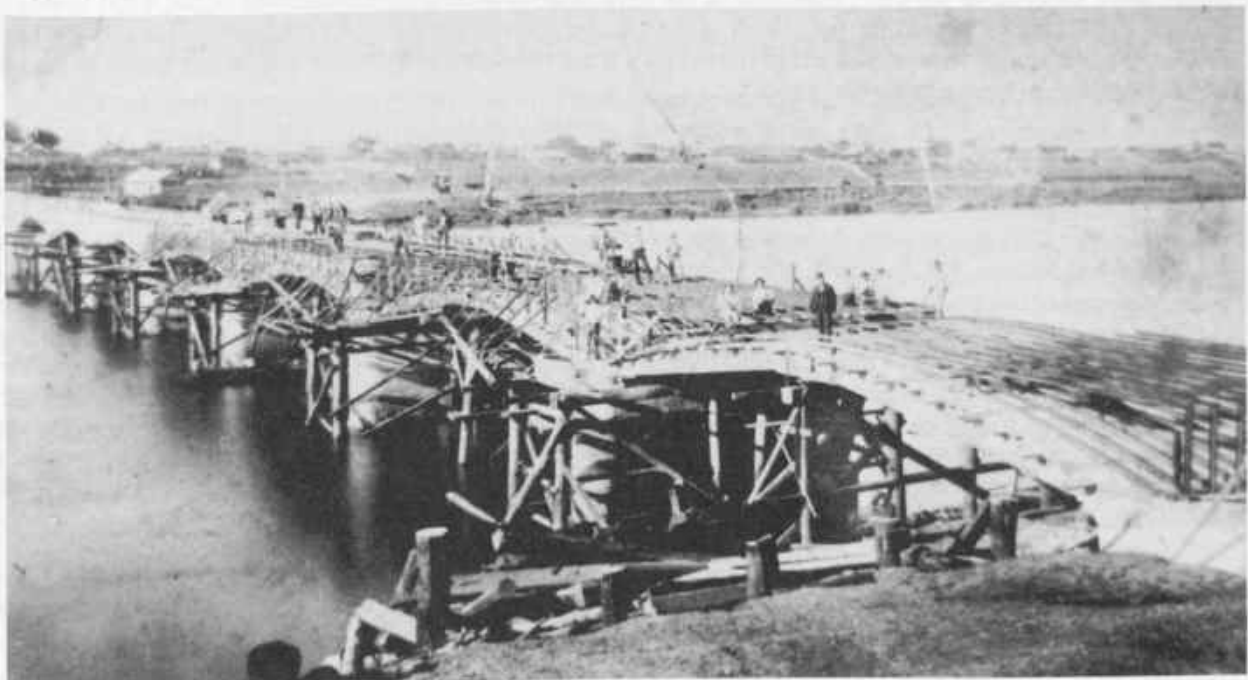
No provision is made to enable foot passengers to keep clear of the roadway and restive horses are apt to take offence at the perambulators or the fluttering top hamper of gaudily bedecked nursemaids. The side railing is also far too low; so low, indeed, that were a horse to shy and run his vehicle against the rail, the occupants would run great risk of being pitched over the barrier. Frightened cattle would inevitably and without effort jump the rail. We should suggest that a wire network be at once raised and thus save the pain of recording some fatal accident. The scale of tolls also requires remodelling and equalising.<sup>1</sup>

On the same day as the official opening the *Government Gazette* published the toll rates for the bridge, these rates included one penny for pedestrians, threepence for a horse, sixpence for a gig, wagon or dray drawn by two horses and threepence for each bullock.<sup>2</sup>

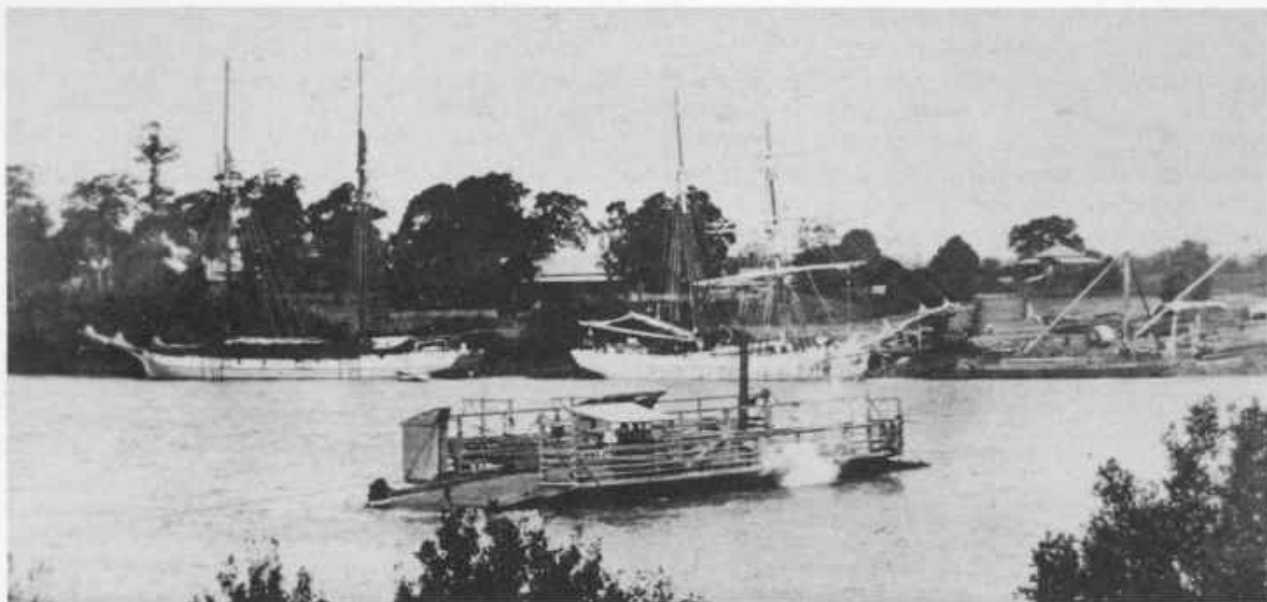


*Maryborough bridge, the forerunner of the Lamington bridge. Washed away in 1893.*  
 Source - Maryborough, Wide Bay and Burnett Historical Society.

As we have seen this first construction was largely destroyed during the 1893 floods and as the cost of repairs was extraordinarily high - approximately £7000 - the Queensland government decided to lend sufficient funds for a completely new construction under the Maryborough Bridge Board Act. The old bridge was replaced by the present Lamington Bridge which was opened by the works and education minister Mr D.H. Dalrymple on Friday 30 October, 1896.<sup>3</sup> For the following two days passage over the bridge was free of charge but a toll came into force on Monday 2 November, 1896.<sup>4</sup> The imposition of a toll was a hotly debated issue which was taken before the government. Finally in 1897 the Lamington Bridge Act was passed which repealed the Maryborough Bridge Board Act, effectively abolishing the toll. The last tolls were paid on Friday 31 December, 1897. Payments for the bridge were then extracted from council rates until loan indebtedness for the bridge was liquidated on 30 June, 1949.<sup>5</sup>



*Building the Lamington bridge.* Source - Maryborough, Wide Bay and Burnett Historical Society.



*Ferry to Granville. Source - Maryborough, Wide Bay and Burnett Historical Society.*

## The Granville Bridge.

Ever since the first settlement of Maryborough the problems of accessing the banks of the river at east Maryborough - now Granville - had been a contentious and sometimes controversial issue.

The first land sale at Granville was held on 6 February, 1855, James Buchanan, Amy Uhr, William Poulter, George (Cocky) Howard, Arthur Halloran, F.S. Knight, M.E. Aldridge and H.E. Aldridge purchased the first selections. The origin of the name of Granville is something of a mystery. It has been claimed that the suburb was named after Lord Granville, the colonial secretary, but another theory is that an early Maryborough resident named it after the Sydney suburb of Granville.<sup>6</sup>

In addition to a small passenger boat ferry charging one penny per trip, there were two main ferries to Granville which carried passengers, wagons, horses and livestock. The first was known as the Victoria Ferry, a hand operated punt which ran from the bottom of March Street. This was owned by Stewart Gordon and his son William. A steam ferry also ran from Guava Street. This was an iron punt named *Alert* - built by the Vulcan foundry - which provided a twenty-four hour service. Passengers wishing to cross at night would ring bells which were attached to piles on either side of the river, this would attract the attention of the night operator. Children often rang the bells for fun, much to the exasperation of the man on night duty.<sup>7</sup> This ferry served Granville residents for many years but as those years progressed and as vehicular traffic increased, so too did public pressure to have a bridge erected.

The first public meeting called to consider the bridge proposal was held in Kelly's barn on Granville flat in 1878. There was very little settlement in Granville at the time, the Wilson and Hart sawmill with a scattering of workers' cottages and a few houses dotted through the scrub, '...a very pretty little settlement,' as one correspondent later described it.<sup>8</sup> Present at that meeting were numerous influential Maryborough luminaries, including A.H. Wilson, N.E.N. Tooth, W.F. Harrington and James Wood. Strangely, Wilson was reputed to have been in favour of the bridge while his partner, Hart, was said to have been opposed. Granville at the time was a part of the Tinana Divisional Board and with only a small population it was difficult to raise sufficient money for such a large project. It was not until 1887 that an agreement was made with the Maryborough council that if Maryborough would assist financially, the Tinana Divisional Board would undertake to guarantee the money through a bridge toll.<sup>9</sup> The following year a poll on the proposal was taken of Maryborough residents, the majority voted in favour of the bridge, and the bridge proposal was pushed through at a faster pace. A site was selected, test bores taken of the river bed and plans drawn up. The estimated cost of the bridge was £54,000, half of which was to be guaranteed by the Queensland government.

Under the government's Burnett and Granville Bridges Act it seemed that all was in readiness and tenders were about to be called for the construction of the bridge. However, shortly afterwards Maryborough experienced the devastation of the 1893 floods which swept away most of the Granville settlement, including the sawmills, and the entire bridge project came to a halt. The press later recorded:



Nothing important took place in the immediate future. In 1901 some people remembered there was such a proposal. Then at triennial periods literature found its way into your back-yard telling you that if you supported a certain candidate the bridge would be yours. Of such you were told at parliamentary elections by Conservatives and Liberals alike.<sup>10</sup>

Yet despite these political promises, easily made and more easily broken, little was done to have a bridge built to Granville. Public pressure was slight, Granville residents being very much in the minority, and even when the proposal was aired publicly, the press was quick to point out all the problems associated with the project.

On 25 November, 1909, a meeting of approximately fifty Granville residents was called at the Granville shire hall to discuss the bridge proposal. Members of that meeting decided to again strongly promote the construction of a bridge.<sup>11</sup> However, the following day the *Maryborough Chronicle* warned (quite accurately) that such a bridge would ultimately become a burden to the rate-payers of Maryborough. The newspaper's editorial stated that while a toll would almost certainly be imposed on the bridge after its construction, and while Granville residents were quite used to paying the ferry fare without complaint, such a bridge toll would soon become another public issue with many people pressing to have the toll removed. Thus the repayments for the loan would have to come out of council budgets. The editorial pointed out that when the old bridge across the Mary to Tinana had been severely damaged during the flood of 1893, the people of Maryborough generally, and certainly the council, had wanted only to repair the old structure. However, as we have seen, the state government stepped in and insisted that a new bridge be built and a toll imposed. This, of course, was done but the toll, under public pressure, was quickly dropped and the resulting debt fell to the rate-payers.<sup>12</sup>

In 1913 a deputation waited upon the state government treasurer, W.H. Barnes, who was then staying at the Royal Hotel in Maryborough. The deputation was led by Colonel Colin Rankin and E.B.C. Corser. They later claimed that their proposal to build a bridge with an opening span to allow shipping up river received Barnes's support. However, Barnes stated that he had made no such promises to the delegation and he tabled several documents in state parliament to prove it.<sup>13</sup> The project was already on rocky ground but when at least one Maryborough alderman refused to put his signature to the proposal, negotiations quickly broke down.

These negotiations remained in limbo until 1914 when a meeting was held in the Maryborough council chambers. The outcome of the meeting was a historic agreement:

That this Council (Maryborough) is willing to be a co-guarantor with the Granville Shire Council in obtaining the loan provided that it would not cost the Maryborough City Council more than £100 in each year.<sup>14</sup>

The proposal was again put to the state government through the treasurer W.H. Barnes. There was some disagreement over the introduction of a toll, but it seemed for a while that the bridge would go ahead. However, it was too late in the year to introduce a bill to the House, the following year a new Labor government was installed and the Granville council decided to shelve the project until the end of the Great War.

In 1917 the Granville council ceased to exist, a portion of that council being amalgamated with Maryborough. Without the pressure from a Granville local authority the entire bridge project collapsed. After the war a Granville progress association waited upon the state premier, Edward Granville Theodore, who, despite his middle name, refused to agree to funding, saying only that the old punt to Granville was in need of replacement.<sup>15</sup>

That same year the Burrum Shire Council came into existence and its members took up the challenge, requesting the Maryborough City Council to honour its former agreement. However, they, '...met with derision, only two councillors being in sympathy with it.'<sup>16</sup> This derision was even more pronounced when one considers that the ferry was then losing approximately £1000 per year.<sup>17</sup>

A later referendum over the issue proved that the people of Maryborough were strongly in favour of a bridge and a bridge committee was formed from members of the Maryborough and Burrum councils. Prominent on the committee was Thomas William Wilson, whose force and drive in the face of many obstacles were later recognized as the key factors in the successful bridge proposal. This committee placed a proposal before the state government in 1921 and received tacit approval subject to funding being made available through the Commonwealth Bank. The bank refused to fund the bridge so the state government was again approached. They offered a ten year loan - later negotiated to fifty years - and the first sod of the bridge was turned by the works minister, William Forgan Smith (later state premier, 17 June, 1932 to 16 September, 1942), 'amid general rejoicing,' on 8 December, 1923.<sup>18</sup>

The successful tenderer for the bridge was J.B. Hobbs of Brisbane who won the contract for the construction of the main portion of the bridge. Walkers won the contract to build the lifting bascule span which would allow free passage to shipping.<sup>19</sup>

Yet this bascule span was a cause of great contention. Original plans for the bridge had placed a cost on its construction at a little over £24,000. However, it was a stipulation of the Marine Board that the bridge be fitted with a bascule span and this pushed the estimated cost of the bridge beyond £30,000 - an added burden which would later weigh heavily on rate-payers. In fact the final cost of the bridge was more than £42,000, far in excess of the repayment capabilities of the rate-payers.<sup>20</sup>

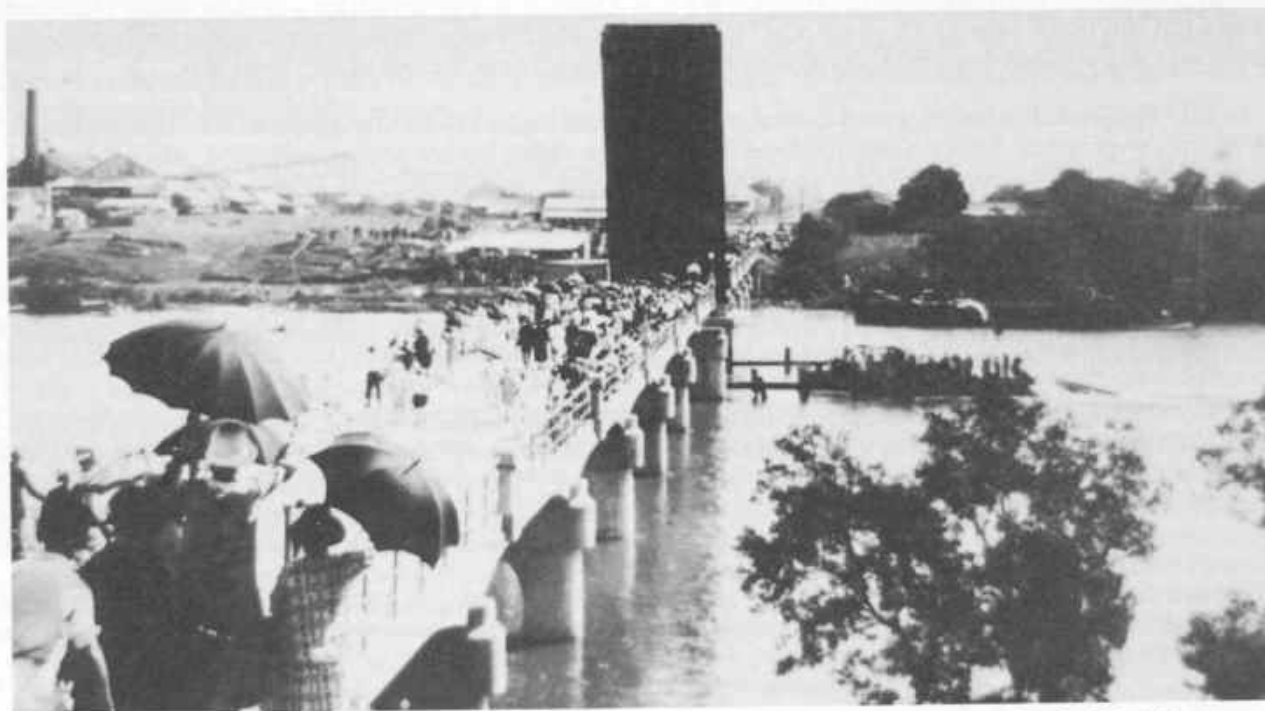
At the celebrations which marked the turning of the first sod, Thomas Wilson was especially recognized for his work. He was presented with an illuminated address and a wallet containing £50.<sup>21</sup>

The bridge was completed in 1926 and officially opened by the Queensland premier, William McCormack, who cut the ribbon with a golden penknife on Saturday 11 December that year.<sup>22</sup> Initially it seems that only commercial traffic was subject to a toll and private traffic crossed the bridge free of charge, but this was soon to change.

Speculation that the toll costs would cause a degree of public controversy proved to be accurate. By January 1928 Granville residents were beginning to complain that the charge of one shilling for commercial traffic was excessive. At the monthly meeting of the Burrum Shire Council on Wednesday 11 January, 1928, John Burgess stated that the toll was so excessive that his property at Beaver Rock had become valueless. Other commercial rate-payers claimed that they would no longer pay the toll.<sup>23</sup> In any case, the small amount of money generated by this commercial toll could never hope to cover the repayment expenses, most of which was taken from rates.

On 28 April the following year a deputation met with Premier William McCormack at the Royal Hotel Maryborough. They complained strongly to McCormack that rate-payers could no longer carry the burden of the bridge repayments. The deputation argued that the bridge should be taken over by the Roads Department. However, McCormack was intransigent, even on the eve of a state election, and castigated them, claiming that the rate-payers had brought the burden upon themselves and that, as it was not considered a main road, the burden could not be shifted onto the government.<sup>24</sup>

McCormack was not pandering to the standard political practice of offering promises prior to an election, but he was not being unwisely courageous either, Maryborough was a reasonably safe Labor seat. Even so, McCormack lost office during the state elections on Saturday 11 May - just thirteen days later - when his government was thoroughly defeated by the Country-Nationalist Party led by Arthur Edward Moore. However, the Labor candidate for Maryborough, D. Weir, was returned with a narrow margin.<sup>25</sup>



*The opening of the Granville bridge, 1926. Source - Maryborough, Wide Bay and Burnett Historical Society.*

Maryborough may well have been better off returning the opposition candidate, for in March 1930 the new state government, despite strong lobbying, announced that a toll system would have to be imposed on all traffic over the Granville bridge.<sup>26</sup>

Toll costs were finally established at a halfpenny for children, a penny for adult pedestrians, threepence for horses, bikes and their riders, sixpence for cars and the shilling charge for commercial traffic was continued.<sup>27</sup>

By April the following year the situation had evidently deteriorated. At a public meeting held in the Granville hall, Mr F. Williams, a Granville resident, told a large audience that since the introduction of the toll system his business had decreased dramatically, his profits falling by half. He said that all the people of Granville were similarly affected, that housing construction had virtually ceased and that Granville was, 'good for nothing but a cemetery'.<sup>28</sup>

Finally, in February 1935, after long and bitter agitation, the Queensland Treasury decided to write off more than £10,000 of the debt, bringing the repayments down to a far more manageable level.<sup>29</sup> Yet even this was only a temporary solution. By 1937 the complaints were again becoming a major issue in Granville, and residents were petitioning the government to have all repayments lifted or to have some other form of major relief.<sup>30</sup>

It was a perennial problem for which there seemed no solution. The outbreak of the Second World War served to temporarily mute the cries of protest, but by 1945 it was revealed that although £31,000 had been paid and £10,000 written off the debt, with the accumulation of interest there was still £28,000 to pay.<sup>31</sup>

The bitter debate continued until 1948 when the Burrum Shire Council consented to Granville officially becoming a part of the city of Maryborough, after which the toll was finally lifted. The lifting of the toll was celebrated at a social function held at the Granville hall on Tuesday 30 November, 1948.<sup>32</sup> Granville officially became a part of Maryborough from 1 January, 1949.<sup>33</sup>

\*\*\*\*\*

## Sources and Notes for Chapter Fifty-seven.

1. M/C. 26 October, 1954
2. *Government Gazette*, 1 January, 1876, OL.
3. M/C. 22 December, 1954.
4. M/C. 27 January, 1956, p 4.
5. M/C. *ibid.*
6. M/C. 30 August, 1958, p 2.
7. M/C. 13 September, 1958, p 2.
8. M/C. 14 December, 1926.
9. M/C. *ibid.*
10. M/C. *ibid.*
11. M/C. 26 November, 1909.
12. M/C. 27 November, 1909.
13. M/C. 20 November, 1913.
14. M/C. 14 December, 1926.
15. M/C. *ibid.*
16. M/C. *ibid.*
17. M/C. *ibid.*
18. M/C. *ibid.*
19. M/C. 10 December, 1923, p 4.
20. M/C. 11 March, 1930, p 6.
21. M/C. 10 December, 1923, p 4.
22. M/C. 13 December, 1926.
23. M/C. 13 January, 1928, p 2.
24. M/C. 29 April, 1929, p 6.
25. M/C. 13 May, 1929, pp 4-5.
26. M/C. 11 March, 1930, p 6.
27. M/C. 11 December, 1976, p 8.
28. M/C. 18 April, 1931, p 6.
29. M/C. 20 February, 1935, p 9.
30. M/C. 16 June, 1937, p 5.
31. M/C. 30 August, 1945, p 4.
32. M/C. 2 December, 1948, p 4.
33. M/C. 10 February, 1949, p 4.



## Chapter Fifty-eight. The Time Cannon.



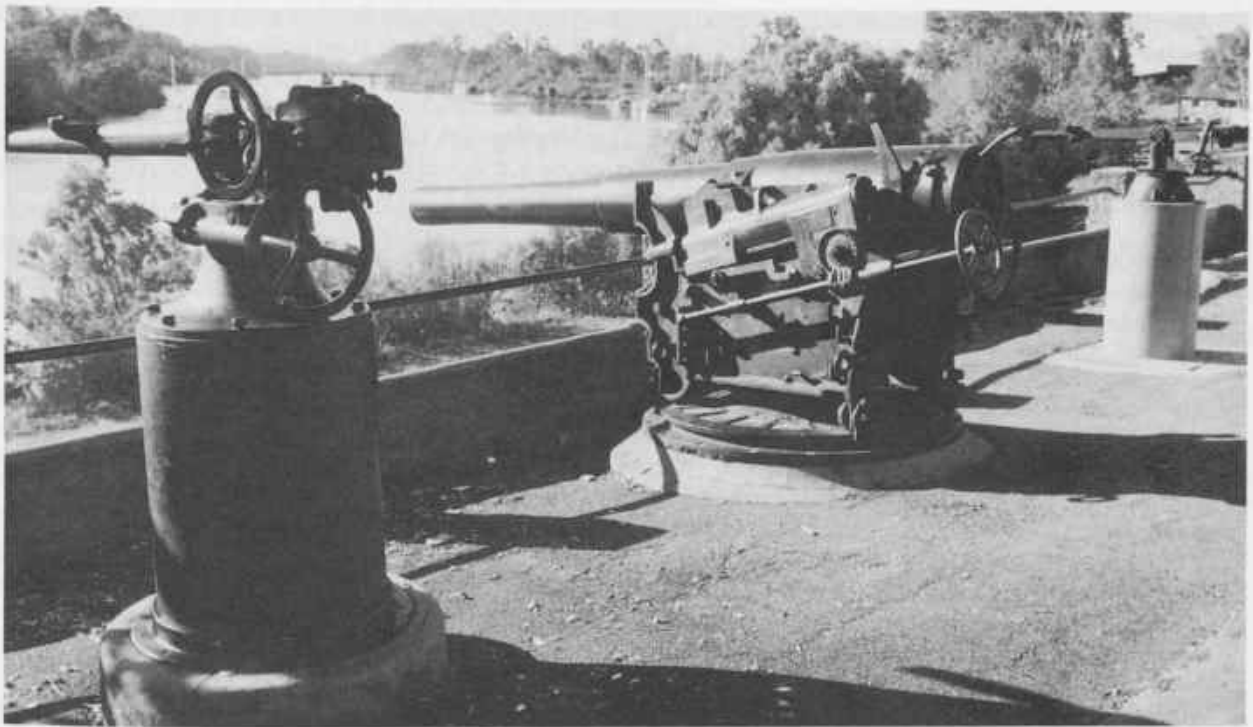
*Time cannon on its original wooden carriage. Source - Maryborough, Wide Bay and Burnett Historical Society.*

The first recognized public time piece in Maryborough was an eighty pounds ball which was hoisted to the top of the post officer tower. From July 1866 this ball was dropped every day at noon to indicate the precise time of day to ships' captains and town residents. However, the halyards by which the ball had been hoisted eventually rotted away and the pole on which the ball was mounted was so slender that no one could be induced to climb it to effect repairs.

When the ball first arrived in Maryborough a commentator of the *Maryborough Chronicle* wrote:

A new time-ball for hoisting on the flagstaff at the Telegraph office, has just arrived and affords a notable illustration of the wisdom that sits at the helm of the Public Works Department. The flagstaff is a slender pine spar, vibrating visibly when the wind is at all high; the time-ball, a bulky affair, constructed of zinc and iron, and weighing 80 lbs. To say nothing of the unnecessary and cruel labor entailed on the officials who are charged with the daily duty of hoisting this ponderous mass, it is highly improbable that the spar will long sustain the strain to which it will be subjected at every successive fall of the ball, which is, moreover, likely to test somewhat the quality of the roof of the tower. The latter being constructed immediately over the postmaster's private residence, without any intervening hall or casemate, so as to provide against the possibility of accidents occurring, that gentleman and his family will henceforward live in perpetual danger of bombardment by this cleverly contrived eighty-pounder.<sup>1</sup>

During the 1870s about one thousand residents, dissatisfied with the lack of an official time piece, petitioned the government claiming that a time gun should be provided for that purpose.<sup>2</sup> The issue was a contentious one for some considerable time and there seemed little likelihood of a solution. However, when the Queensland government representative to Thursday Island stubbed his toe in the sand in 1877, he had no way of knowing that he had discovered an answer to the problem.



*Naval armaments overlooking the Mary, 1994. Source - author's collection.*

The agent's name was Chester, and at the time he was acting as official guide to the then premier of Queensland who was on a tour of nearby Marbiak Island. Chester cleared away the sand and uncovered a rounded piece of metal, stained and eroded. As he dug deeper the object came into view. It was an ancient one-pounder brass cannon. The cannon was cleaned and sent to Brisbane where it was extensively restored. On 27 December, 1877, the mayor of Maryborough, J.T. Annear, was advised that the cannon was being mounted and that the premier, John Douglas, would present it as a Christmas gift to the people of Maryborough.<sup>3</sup>

The cannon arrived in Maryborough aboard the vessel *Balclutha* on 27 January, 1878. When it was fired for the first time on 21 March, 1878, it could be heard as far away as Tiaro. Firing the gun was a somewhat expensive operation. Blasting powder cost one shilling and threepence per pound and so the Maryborough Town Council 'unconditionally' handed over responsibility for the gun (and its expenses) to the telegraph section of the Department of Post and Communications.<sup>4</sup>

The firing of the time cannon continued with few problems until 1879 when an account for £1/8/4d to cover the cost of blasting powder was submitted by a company of wholesale and retail ironmongers of Maryborough to the telegraph station-master. The account was forwarded by the telegraph station-master to the electric telegraph station in Brisbane on 13 January, 1879. This seemingly innocent account caused quite a bureaucratic furore in Brisbane and Maryborough. On 15 March the account was forwarded to the acting under colonial secretary in Brisbane, Mr J. McDonnell, who, two weeks later, wrote to the mayor of Maryborough explaining that from then on, if the gun were to be fired in Maryborough, the council would have to take the responsibility for its costs. He added that no financial provision for the cannon had been made for 1879-80.<sup>5</sup>

There is no specific date recorded for the last official firing of the cannon as a time signal, although it is generally believed to have been about 1890 or 1891.<sup>6</sup>

Originally situated beneath a large fig tree in Queen's Park, it was later moved to the river bank near the site of several other large cannons. Mr R. Massington of North Street Maryborough, who was eighty-nine years of age in 1955, recalled hearing the gun being fired when he came to Maryborough in 1889. He stated that the practice of firing the gun ceased shortly afterwards.<sup>7</sup>

During the Second World War souvenir hunters began stripping the old weapon. Mr J. Ingham, junior, the assistant curator of Queen's Park in 1955 recalled: 'One night after work we saw the barrel had been removed from the mounting and was lying on the ground ready to roll down the incline. We pushed it in a wheelbarrow to the fernery.'<sup>8</sup>

After it had fallen into disuse as a time signal the cannon was occasionally fired to mark the occasion when a member of John Ingham senior's family was born. John Ingham senior was then park curator.

After the barrel - its muzzle choked with debris - had been removed to a shed at the fernery, the wooden mount was left to rot at its site overlooking the river. The *Maryborough Chronicle* eulogized: 'It (the mounting) could be longing for the comforting weight of its barrel but no one would doubt that restoration of the complete piece to its former quaintness would preserve another milestone of Maryborough's history.'<sup>9</sup>

Finally situated at the Olympic swimming pool, for the following thirty years the cannon remained as little more than a curiosity, and up to the 1980s its original history was obscure. However, following investigations made by historian and journalist William (Bill) Rendall, it was discovered that the cannon had originally served as a swivel gun aboard a merchantman of the Dutch East Indies Company, (*Vereenigde Oostindische Compagnie*).

The *Rijksmuseum* in Amsterdam advised that contrary to popular belief the cannon was not a six pounder, the two inch bore proved that it was, in fact, a one pounder which would have been mounted to the gunnel of a ship and would have fired, not round cannon balls, as was generally believed, but grapeshot or stone. How it came to be on Marbiak Island remains a mystery, the *Rijksmuseum* and the National Maritime Museum in London have no record of any Dutch East Indies ship having been wrecked on or near the island.<sup>10</sup>

Although of no great value in the 1870s the cannon is now considered a rare antique and several attempts have been made to steal it. Because of this a Maryborough engineering company under the directorship of Peter Olds cast a replica of the cannon in case the original should suddenly go missing. The replica was fired for the first time on New Year's Day 1988 to celebrate the Australian Bicentenary.

The three other guns which still point over the river in Queen's Park were originally part of the armaments of the Queensland Navy. Before Federation in 1901 Queensland operated its own maritime armed force of ten ships. However, these ships eventually became obsolete and in 1914 the Maryborough council accepted a gift of three of its heavy weapons. The largest of the three is a five-inch breech loader, twelve feet long and immensely powerful, it could hurl a shell almost nine thousand yards. The gun weighs 4 ½ tons. The second weapon is a quick-firer capable of firing a three pounds shell seven thousand yards. The third weapon is an automatic quick-firer with twin barrels. It was capable of firing a two pounds shell for five thousand yards. These weapons were all in good working order when they were delivered to the Maryborough council. One of these weapons, the largest of the three which is known as a Nordenfelt, is believed to be the only such complete gun in existence. In August 1988 the Wollongong Colonial Forts Society requested that the Maryborough City Council make the gun available to them so that parts could be manufactured to fit a similar - although incomplete - weapon then in their possession.<sup>11</sup>

Two other historical guns were those which were reportedly captured by Australian soldiers during the Great War and brought to Maryborough. These field guns were displayed at the entrance to the city hall but were later removed and allowed to fall into disrepair.

\*\*\*\*\*

## Sources and Notes for Chapter Fifty-eight.

1. Reproduced in M/C. 21 November, 1990, supplement p 12.
2. M/C. 19 May, 1962, p 2.
3. M/C. *ibid.*
4. M/C. *ibid.*
5. M/C. 29 November, 1958, p 2.
6. M/C. *ibid.*
7. M/C. 23 September, 1955, p 1.
8. M/C. *ibid.*
9. M/C. *ibid.*
10. Letters, *Rijksmuseum*, dated 20 May, 1980 and National Maritime Museum ref. H 80/102 dated 29 February, 1980.
11. M/C. 5 August, 1988, p 3.



## Chapter Fifty-nine.

### Death at Foster's Camp.

Even after more than sixty years the tragic events which took place in a lonely hut on the banks of Kaylor Creek, near Maryborough, are still shrouded in secrecy. Three men died of strychnine poisoning under highly suspicious circumstances. Their deaths were by no means pleasant and, if it was a crime, if murder *was* committed that day, no one has ever been brought to justice. The deaths of the Bayley brothers, even today, is one of Maryborough's greatest mysteries.

On Friday 4 March, 1932, five men set off from Maryborough in two sulkies for a weekend of fishing, crabbing and bird-catching. It was intended to be a pleasant weekend, three days in the bush at a place called Foster's Camp. Instead it became a weekend of death, deceit and possibly revenge.

The victims were William Edward Bayley, an invalid pensioner, James Herbert Bayley, and Henry Walter George Bayley, three brothers - all of whom were to die. The remaining two men, close friends of the brothers, were George Lewis Greaves and Emil Wegener.<sup>1</sup> These men survived the tragedy, but only just.

On their way to Foster's Camp that fateful weekend they met the owner of the property, a man named Alfred (Minty) Dong. Dong was a Chinese herbalist and vegetable producer, and was highly respected in Maryborough for his industrious habits and generosity. He had given the men permission to stay in the old hut at Foster's Camp during the weekend. They passed each other on the Boonooroo Road, Dong riding to Maryborough and the five men on their way to the camp. Dong informed them there was still food left at the hut, including some flour which he had used to make scones that very day. In light of subsequent events this fact becomes extremely important.

When Wegener later gave his statement to the police, he said: 'Dong told us where everything was, and gave us full particulars of what to do. He himself made scones at dinner-time on Friday.'<sup>2</sup>

When they arrived at Foster's Camp the men took water from a small tank, boiled the billy and had tea before going crabbing in the creek. During the evening they boiled some of the crabs for supper and bedded down for the night.

Saturday morning arrived with a heavy overcast sky and with rain washing down in torrents. Crabbing, fishing or bird-catching being out of the question, the five men spent the entire day relaxing around the old hut while they waited for the rain clouds to clear. Only one man left the vicinity of the hut, and this was Greaves. He went to the creek for half an hour to boil more crabs. During the entire evening and night the men were at the hut.

On Sunday 6 March the weather had improved and the men awoke refreshed. Their dog, a blue bitch, had stolen some of their rations and the men were forced to rely largely upon the fish and crabs they could catch and the flour Dong had left in the cupboard. George Greaves began to cook breakfast which consisted of some fish and a batch of scones he made using a bag of self-raising flour he had found in one of the cupboards. This was a new, unopened bag. He mixed the contents with water from the tank in an enamel basin he had also discovered at the hut. The men felt no ill effects from eating these scones and afterwards went down to Kaylor Creek where they fished and crabbled for five hours.

On their return at lunch time James Bayley fried more scones. Wegener watched him doing it but paid only scant attention. Bayley used the same dish Greaves had used but chose flour from a different packet in the food-safe, one which had already been opened and placed into a Mintie tin. This packet was about half full. Again, only flour and rainwater was used and the scones were fried in fat which the men had brought with them for that purpose and in which the earlier batch had been fried. Just quarter of an hour later Greaves began to feel weak in the legs and collapsed to the ground just off the verandah. Soon afterwards all the other men also began feeling ill with stomach spasms. Fearing they had eaten something poisonous Henry and James Bayley took salt and water as an emetic. William Bayley and Greaves tried soda and water - all to little effect. As the symptoms rapidly worsened the men decided to make a dash to Maryborough for assistance. One of the Bayley brothers wanted to 'fix up' Dong's fishing nets before leaving but the symptoms were now becoming so severe that they finally decided against doing so. The horses were quickly caught and harnessed, and the sulkies left camp together.<sup>3</sup>

Greaves and Wegener were in the leading sulky which, luckily for them, had the swiftest horse. The Bayley brothers were in the second, following as best they could. When the first sulky arrived at the Boonooroo Road the two occupants found they were too weak to continue. They saw a car travelling towards them and they turned their horse across the road to stop the vehicle getting past. The car subsequently stopped, its driver went back to the Granville Hotel to telephone the police and ambulance. The two men - now in dire need of medical attention - were rushed to the Maryborough hospital. Weakly, George Greaves asked the attending doctors how the other four men were, and the medical staff only then realized there must have been other victims in need of treatment.<sup>4</sup>

The police and ambulance left immediately to track down the remaining victims. Unfortunately, help arrived just a little too late. As their vehicles wound down the narrow road leading to Foster's Camp they suddenly came upon a grisly sight. Just opposite a leaning tea-tree the second sulky had come to a standstill. There were two men with the vehicle, William Bayley was dead, one of his legs had been caught between the sulky wheel spokes and was torn almost completely off. Henry Bayley was still alive - but only just. He was propped against the nearside wheel of the sulky in the grip of fitful seizures, his condition grave. As the ambulance came into view he looked up and said: 'Thank God you've come.'<sup>5</sup> As he said this, his dog, also stricken with poisoning, died beside him. Of James Bayley there was no sign. The ambulance officers did what they could while the police moved farther down the track in search of the missing man. They found him about a mile closer to the camp lying beside a water-hole. He had dismounted from the sulky to quench the raging thirst which is a symptom of strychnine poisoning. He managed to take just two faltering steps before falling dead. The corpses were immediately taken to the Maryborough morgue for post-mortem examination. Henry Bayley was rushed to the hospital.<sup>6</sup>

James Bayley's daughter, now Joyce Allomes, was just five years of age at the time. Yet she clearly remembers those tragic events and the day her father was brought home for the last time.

That afternoon when the police came and told my mother, I was standing there and I knew what had happened. They didn't hide anything. The three coffins were on a big table and I was taken in with my mother. I had a lot of nightmares after that. I used to wake up screaming at night for my father. It took me a very long time to get over it. I still haven't got over it.<sup>7</sup>

By now the police were suspecting foul play. Aboriginal trackers were brought in to examine various sets of hoof prints in the region of the camp. The trackers could find nothing which would definitely lead them to a murderer. There was indeed no proof of any foul play until the police had received the pathology results from Brisbane. They scoured the hut for evidence, confiscating thirty exhibits including the suspect bag of flour and two uneaten scones. Henry Bayley's health rallied for a while, but two days later he suffered a kidney relapse and died.<sup>8</sup>

By this time the press was questioning the whole affair. How had the brothers died? Were they deliberately poisoned? The police investigators, Detective G. Keefe and Constable H.P. Gerber, were revealing little, stating that most of their theories were purely speculation. If indeed the Bayley brothers had been deliberately killed there seemed to be little or no motive. All the brothers were well liked and respected in the area. None had any enemies. The same applied for Greaves and Wegener.

Mick Greaves, brother of George Greaves later stated:

They were all nice fellows. They were good fellows the lot of them. I knew them all fairly well. Henry was married to my cousin. Old Emil Wegener - you could not have wished for a better gentleman. I worked with him in Walkers years after and he was spot on all the time, I mean a real gentleman. I couldn't see anyone wanting to poison him.<sup>9</sup>

One of the leading theories to materialize during the days which followed the tragedy was that if the case was one of murder, perhaps the Bayley brothers were not the murderer's intended victims, and the real target was the owner of the hut, Minty Dong.

Dong had formed a business partnership with another man named Francis Hugh (Frank) Gormley. Gormley was a cattle and horse dealer with a grass lease on Dong's land. At one time Dong and Gormley had been on good terms, their business relationship had not been legally formalized under written contract, but they had a verbal agreement. However, an altercation about repayment of a loan - and the subsequent confiscation of a horse in lieu of the loan - led to a severe rift in their normally friendly relationship. Indeed the two had taken their differences to the local Maryborough Magistrate's Court. Gormley had brought charges against Dong, claiming that Dong owed him £30. However, Gormley's claims were clearly fabricated and the magistrate hearing the case concluded that Gormley had not been entirely honest or direct with the court. The press, reporting his comments, published:

Mr (James) Bracewell (the magistrate) had much sympathy for Sheldon (Gormley's lawyer) who was obliged to believe his client, but he was not the first solicitor he had seen let down by a witness (Gormley) giving untrue evidence bolstered up by attempts to alter documents (cheque butts) to substantiate his case. He condemned the plaintiff (Gormley) ... the day before he (Gormley) protested that certain evidence had nothing whatever to do with the case, and then changed his attitude the next day. That was not the attitude of a straightforward man. It was in his (the magistrate's) opinion, a trumped up case. It was unfortunate that when things touched a man's pocket there were certain unscrupulous people who, with the aid of untrue evidence, came to try and get money from the court, expecting them to fall for it. The P.M. entered judgement for the defendant (Dong), with costs of court, one shilling, witnesses expenses £1/1/- and professional costs £3/3/-, (being payable by Gormley).<sup>10</sup>

After the altercation Dong ordered Gormley to remove all his cattle from Foster's Camp and they would never speak to each other. Dong later claimed that on the several occasions when they had passed each other in the streets of Maryborough, they had either remained silent or Gormley - who had a reputation for an evil temper - had jeered at him and called him bigoted names, referring especially to his Chinese ancestry in highly derogatory terms. At the subsequent magisterial enquiry following the death of the Bayley brothers, the magistrate learned that at a dance at the Granville hall on the night of 30 October, 1931, Gormley, in a state of drunkenness, had loudly claimed that he would: 'Get that Chinese (expletive).'<sup>11</sup>

The police evidently had strong reasons for suspecting Gormley of the killings. When the tragedy was first reported to the Maryborough police three police officers, Sergeant Keefe, with Constables Beutel and Cullin, accompanied by Minty Dong, went immediately to Boonooroo. On their way there these officers met Gormley riding in the direction of Granville. As the car carrying Dong and the police officers came abreast of Gormley it slowed and Keefe had called from the vehicle's window: 'Just a minute Frank.' Gormley had turned his horse as the car stopped and he rode the few paces back to the vehicle. Keefe then asked: 'Have you been down to Foster's Camp lately Frank?'

Gormley replied: 'Yes, about three weeks ago.'

Keefe asked: 'Do you know if there's any poison kept down there?'

Gormley replied: 'No.'

Keefe asked: 'Did you have any yourself when you were down there?'

Gormley replied: 'No.'<sup>12</sup>

On 22 February, 1932, Dong and a number of other men had gone to Foster's Camp to cut timber. Dong and his associates remained at the camp until 26 February. Dong had taken provisions to the hut for all the men and he did all the cooking while they were there. When they left for Maryborough there was still a considerable quantity of flour left at the hut, including a bag which had been placed into a Mintie tin to protect it from weevils. On 29 February Dong had returned to the camp with the men and they continued cutting timber until 4 March. The bag of flour which they had left at the camp was opened to fry scones and none of the men felt any ill effects from the meals. The flour was afterwards returned to the cupboard. One man was ordered by Dong to take a cow to Maryborough and during the journey this man was reported to have met Frank Gormley who allegedly had asked: 'Where's the Chinaman?'<sup>13</sup> He was told that Dong and the other men were at the camp cutting timber. Soon afterwards all the men left the camp, returning to Maryborough. This evidence, tendered at the later enquiry, definitely placed Gormley in the vicinity of Foster's Camp immediately prior to the flour being contaminated with strychnine.<sup>14</sup>

Speculation since the tragedy has raised the theory that Dong himself was in the habit of using strychnine to poison dingoes, although Dong later emphatically denied this claim stating that he had never used any poisons during the two and a half years he had owned the property.<sup>15</sup>

It became clear from evidence later tendered to the court that after Dong had left the camp and returned to Maryborough, meeting the Bayley brothers on the road, that the camp was uninhabited for approximately one hour. It must be remembered that Dong and the other men had eaten from the flour bag prior to their departure and the flour had not been contaminated. The only other person known to be in the vicinity of the camp during this crucial hour was Frank Gormley - Dong's bitter enemy. The hut at Foster's camp was not locked, the back door could simply be pushed open and the cupboard in which the flour had been stored was also not locked.

Asked at the enquiry whom he suspected, Dong replied: 'I have no other enemies but Frank Gormley, and I suspect him.'<sup>16</sup>



Gormley, then aged forty-four years, was immediately asked to assist the police with their enquiries, and the subsequent interview at the Maryborough police station was anything but cordial. One of the interviewing officers, Constable R. Cullin, later testified that Gormley's deposition regarding Dong was, 'malicious.' He added that during the interview Gormley had been both, 'quarrelsome and untruthful.'<sup>17</sup>

Gormley refused to answer many of the questions put to him by the police, although he did answer some of these after a justice of the peace had been provided as a witness to the interview. Gormley later testified that the police officers had intimidated him, one of them, he said, was going to strike him and had attempted to pressure him into admitting that he had been at Foster's Camp after Dong had left for Maryborough.<sup>18</sup>

The court also heard that according to an analyst's report, flour and uneaten scones taken from the camp had contained, '...pink-coloured crystals of strychnine, the properties of crystals in the upper portion of the flour in the bag was greater than in the lower portion ... Two scones were proved to contain two thirds of a grain and one fifth of a grain of strychnine respectively.'<sup>19</sup>

Gormley testified that he had left his home in Granville at about eight o'clock on the morning of 4 March and had ridden on horseback down the old Boonooroo Road to the Eight Mile Swamp. His horse had been a young chestnut stallion, he had taken with him only a tucker bag containing a few sandwiches, cake, tea and sugar. On being pressed by the magistrate he claimed that he had not taken any poison with him. He claimed that he spent that morning mustering cattle on contract for another person named Crawford. He admitted to having met the man Dong had sent to Maryborough with a cow, but claimed that he had not asked where Dong was working. Gormley emphatically denied being anywhere near Minty Dong's hut.<sup>20</sup>

The police also searched Gormley's house a few days after the tragedy and they certainly found a quantity of poison. Gormley admitted that he had previously used strychnine to kill dingoes and that, as the dingoes were again quite populous in the Boonooroo area, he had intended taking more strychnine down to the region to lay dingo traps.<sup>21</sup>

On the same day investigating police officers took possession of the chestnut stallion and returned with the animal to the vicinity of Foster's Camp hoping that trackers would find hoof-prints near the hut which would match those of the horse. They discovered that slip-rails around the property had been carefully removed and replaced and that a man on horseback had passed through the gap which was less than two hundred yards from Dong's hut. However, due to the rains which had fallen during that fateful weekend the hoof prints were almost washed away and no match could be made. The police officers later testified that when they had gone to take possession of the horse, Gormley had been objectionable and had attempted to scare the horse which had bolted in the direction of the Boonooroo scrub. One of the constables was forced to ride after it and later testified that had he not been able to catch the animal it would have been almost impossible to find it in the thick scrub. This was seen as clear evidence that Gormley had attempted to prevent an examination of the horse's hooves.<sup>22</sup>

At the enquiry George Greaves stated that he too was an enemy of Gormley's and that two years previously Gormley had accused him of stealing a horse and branding it. There had been no truth in the charge and nothing had come of the matter other than a strong enmity between the two men. In answer to the question: 'Do you suspect anyone of putting poison in the flour?' Greaves replied at the enquiry: 'Frank Gormley is the only enemy I have.'<sup>23</sup>

At the conclusion of the enquiry the magistrate, James Bracewell stated:

It is quite evident from the evidence that somebody's life was attempted by placing strychnine in the flour. Who that person was, only the person who did it knows. The fact remains that it was not the persons who met their deaths whose lives were intended to be taken but some other person. Unfortunately for them their dog destroyed their rations, otherwise they would still be alive and perhaps somebody else would have been dead.<sup>24</sup>

Perhaps public opinion was influenced by the rumour that Gormley was - or had been - involved in cattle duffing. Even today this rumour persists although nothing was ever proven against the man. Indeed those who are prepared to defend him state that not only was Gormley innocent of the Bayley brothers' deaths, but he was also not guilty of duffing cattle. There may have been some confusion between Frank Gormley and his brother, James Gormley, also of Granville, who had been found guilty at Maryborough of cattle duffing on 2 July, 1903. James Gormley was sentenced to twelve months' imprisonment at Brisbane gaol.<sup>25</sup>

Frank Gormley's long-time friend George Sheppard states:

My opinion and a lot of others' opinion was, they wanted one man, Gormley. That's my opinion about the whole thing and nobody will ever change it. There wouldn't be anybody who knows more about it than I do, because I was with Gormley that weekend and I was with him a lot. When I was out of work we used to go riding but Gormley was never a horse or cattle thief.<sup>26</sup>

Even today some people are reluctant to name names. The late Archie Bayley, younger brother of the Bayley victims, was lucky to survive. Had he not been working on that fateful day he too would have been at Foster's Camp and therefore would probably have suffered the same fate. Yet before his death he was reluctant to talk of those events at Foster's Camp. He felt he knew who was to blame and privately he clearly indicated that the culprit was Gormley.<sup>27</sup>

There have been rumours that one man admitted his guilt shortly before his death in Boggo Road gaol, although this is unlikely as there is no official record of it.<sup>28</sup> There has also been mention that the affair is somehow linked with another occurrence about a year prior to the killings at Foster's Camp. It was known as the Thorburn shooting affair. Dong has been linked as being an unwilling witness to the shooting of Leslie Thorburn, which took place near his property, and it is alleged that the perpetrator of that crime, a man named William (Bill) King, swore he would kill Dong to keep his silence. It sounds far fetched, and certainly is. There was no need for any maintenance of silence. The case is well documented in contemporary newspapers, it was a simple and sordid affair - two men quarrelling over the affections of a woman. King had shot Thorburn with a .22 pistol, the bullet had lodged in Thorburn's liver but Thorburn had still been sufficiently active to give King a sound thrashing before he was taken to hospital in the side car of a motor cycle. King was so badly beaten that he too was taken to hospital and upon his release he was charged and tried. He received a twelve months' suspended sentence in July 1931. If Dong had witnessed the event there was no need for secrecy and certainly no need to murder him to keep his silence over an affair which was already well publicized.<sup>29</sup>

So who killed the Bayley brothers? Evidence collected for the subsequent magisterial enquiry clearly pointed to Frank Gormley and that evidence was damning. Gormley was an enemy of both Dong and Greaves, he had been in the vicinity of the camp during that crucial hour when the camp had been left unattended and when the poison was placed in the flour. He had previously used strychnine and new how to mix dingo baits, and he had publicly stated that he wanted Dong 'fixed.' With such compelling, yet circumstantial, evidence, it is strange the magistrate did not recommend that Gormley go to trial so that a jury could decide whether he was guilty or innocent.

Curiously, a man named Emil Wegener later committed suicide by throwing himself into the Mary River - although this was not the Emil Wegener who was involved in the deaths at Foster's Camp.

The Emil Wegener who committed suicide was highly respected in the city, he worked at O'Gorman's grocery store and boarded with Lucy Butcher in March Street. However, by 1934, just two years after the events at Foster's Camp, Wegener was heavily in debt. His rent to Lucy Butcher was several weeks in arrears and he owed a considerable amount of money to a number of other people, although two life insurance policies were fully paid up. On 31 March, 1934, Wegener walked into a chemist's shop and asked for a quantity of strychnine, however, the chemist, after asking several questions, was convinced that Wegener intended using the strychnine to kill himself and so refused to supply the poison. Wegener left the shop and cycled to Tinana Creek. He abandoned his bicycle in thick lantana scrub and, fully clothed, jumped into the river. His body - a hat still on its head - was discovered shortly afterwards floating down the Mary River.<sup>30</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Fifty-nine.

1. M/C. 7 March, 1932.
2. M/C. *ibid.*
3. M/C. 9 March, 1932.
4. M/C. *ibid.*
5. M/C. 7 March, 1932.
6. M/C. 10 March, 1932.
7. Author interview with Joyce Allomes at Maryborough, November, 1986.
8. M/C. 9 March, 1932.
9. Author interview with Mick Greaves at Maryborough, November, 1986.
10. M/C. 13 August, 1931, p 2.
11. M/C. 19 April, 1932, p 2.
12. M/C. 21 April, 1932, p 7.
13. M/C. 19 April, 1932, p 2.
14. M/C. *ibid.*
15. M/C. *ibid.*
16. M/C. *ibid.*
17. M/C. *ibid.*
18. M/C. 20 April, 1932, p 5.
19. M/C. 19 April, 1932, p 2.
20. M/C. 20 April, 1932, p 5.
21. M/C. *ibid.*
22. M/C. *ibid.*
23. M/C. *ibid.*
24. M/C. 21 April, 1932, p 7.
25. M/C. 4 July, 1903.
26. Author interview with George Sheppard at Maryborough November 1986.
27. Author interview with Archie Bayley at Maryborough November 1986.
28. M/C. 18 November, 1986.
29. M/C. 30 July, 1931, p 7.
30. M/C. 22 June, 1934, p 4.



## Part Six.

### Towards Modernity.

### Chapter Sixty.

### The Passing of the Pioneers, Depression and War.

By the 1920s Maryborough was an important coastal centre with a burgeoning economy. It was also reflecting the modernism of larger towns and cities, both in Australia and overseas. With the improvement of telegraphic communications and the introduction of commercial aviation, life seemed to become more sophisticated. Radical changes in dress styles were experienced - especially after the discovery of King Tutankhamen's tomb in November 1922 - which brought about a world-wide Egyptian influence to women's clothes and also greatly influenced most of the arts in some form. More importantly, however, was the emergence of the motor car as a mode of transport for the average person. Tarrant Ford was advertising the new *Touring Car* for just £179, under easy terms, and farmers could purchase an Australian invention, a utility truck for just £183.<sup>1</sup>

The foundation of the Tarrant motor company, the first Ford dealership in Queensland, is also of interest, as the *Maryborough Chronicle* recorded in 1948:

In October 1898 - half a century ago - a young foundry apprentice looked at the three, two shilling pieces in his pay envelope, thought it could be bettered, and decided to go into business of his own account. After many vicissitudes, including a fire, the business founded by the young man developed and expanded in several directions. Beginning as a bicycle business, the firm became the first Ford motor agent (dealership) in Queensland.<sup>2</sup>

The young man was, of course, W.J. Tarrant. Having just finished his apprenticeship and being determined to improve his situation, he went into partnership with Mr A. Hockley, borrowing the necessary £40 from his brother who warned him that he was, 'quite mad.' Opening a small shop in Adelaide Street, the business slowly prospered. Tarrant did almost all the work with the exception of the book-keeping, his wage being twenty-five shillings a week. After four years Tarrant offered to buy Hockley's share and a price of £800 was fixed. Tarrant paid this off within three months and was left with just £4/10/- which he kept in a small safe. However, this and the entire business was soon afterwards destroyed by fire. With insurances and help from suppliers the business was soon operating from other premises. Tarrant later recalled that when he bought the site where Tarrant Ford is located today it was nothing more than a large water-hole. His brother once again warned him that, '...he was mad,' but the site was purchased and the hole filled. The first Ford vehicle handled by Tarrant was a Model N, it had twenty-eight inch wheels, kerosene lights and no self starter. It had to be stopped every three miles to allow the engine to cool. Tarrant claimed that the early days of Ford retailing were difficult. He later recalled: 'The Queensland (Ford) agency was held by a man nicknamed the Terrible Turk who kept a policeman's bludgeon on his table. The dealers in those days were a rough lot and always had grievances.'<sup>3</sup>



W.J. Tarrant.

Source - courtesy of Lex Frank, Tarrant's photographic archive.

The introduction of modern technologies and equipment, especially at around the turn of the century, created significant improvements in the growth of industrialization. For example, in 1901 the Maryborough Co-operative Dairy Company came into existence. The manufacture of cheese is reported to have first started at Tiaro in



*Tarrants Ltd., ca. 1919. Source - courtesy of Lex Frank, Tarrants' photographic archive.*

1880, the *Maryborough Chronicle* claimed in June 1959 that after its first manufacture in 1880, cheese was later also made at Branch Creek and Brooklands.<sup>4</sup> The first meeting of the proposed Maryborough butter factory was held in 1899, but the operation did not go into production until 1901. By this time the rail link was going through to the South Burnett, establishing small communities at Kilkivan, the 56 Mile Peg - later known as Kingaroy - Nanango, Murgon and Wondai. These regions were particularly suited to dairy cattle and in 1911 a butter factory, owned by the Maryborough Co-operative, was established at Kingaroy. Over the following years the growth of the dairy industry throughout the Wide Bay and Burnett was particularly gratifying for the company's shareholders, the dairy products receiving wide acceptance and large quantities of butter were sold into the lucrative London market. Payments to these shareholders for the first year of operation totalled just £1387, but by 1951 this figure had escalated to a remarkable £1,633,058.<sup>5</sup> In 1910 the press reported:

Within the last ten or fifteen years the dairying industry in this district has sprung from comparative obscurity to the foremost place amongst our State primary industries, a fact due to a variety of causes, chief amongst which are the suitability of the land for the purpose, the introduction of the cream separator and other modern appliances, the establishment of co-operative butter factories, the opening of the London market through State subsidised steamers, and, arising out of all these causes, the organisation of the industry on an economical and permanent basis. The twenty-second half-yearly report of the Maryborough Co-operative Dairy Company Limited ... affords striking evidence of the abounding progress the industry is making throughout the Wide Bay and Burnett district.

... A butter factory is such a small unpretentious looking establishment that it is hard to realise that the Maryborough factory alone, for the last six months of 1909, paid away in cash to the cream suppliers of the district the sum of £11,630 or for the whole 12 months £21,139/18/5d., while the branch Kingaroy factory paid £6,667/12//10d. for the six months, and for the year, £11,464/15/7d. The two factories together distributed during 1909, for cream, the sum of £32,614/14s. When it is remembered that no less than four other factories, -Tiara, Gympie, Nanango, and Bundaberg also operate in the district served by the Maryborough Company's two factories, and are prospering concerns, some idea can be formed of the immense value of the industry to the people in the business centres as well as in the country. And yet no company was ever more laboriously floated and kept afloat during its earlier years than the Company under notice. Now we realise that the development of the industry in the next 15 or 20 years must be enormous. It is satisfactory to note that the Kingaroy branch factory ... has again shown a profit and this time a most substantial one. Surrounded as it is by such a splendid district for dairying the Kingaroy factory should, in a few years, rival the output of the parent factory at Maryborough.<sup>6</sup>

During the Second World War there was a drastic shortage in England of dairy products - especially cheeses - and cheese production was dramatically increased to meet the demand. Factories were opened at Tansey, near Murgon, Kingaroy, Wondai and in Murgon itself, but by the late 1950s only Tansey and Murgon were still in operation.<sup>7</sup>

The growth of business and industrialization in Queensland also brought more industrial problems. The 1920s saw the introduction of stronger socialist influences which resulted in more and longer industrial disputes, the strengthening of trade unions, calls for better wages and shorter hours. Advertising became more adventurous, aggressive and sophisticated. Advertising campaigns relied less on traditional family values and depended somewhat more strongly on romantic or sexual images to sell products. The 1920s brought about a metamorphosis in the history of Maryborough, the old ways were dying out, making way for an embryonic, somewhat stumbling modernity.

Only a very few of Maryborough's early settlers saw these remarkable social changes. Some had lived until the early years of the decade but most members of the Maryborough *ancienne noblesse* had died long before the arrival of this strange era of liberalization.

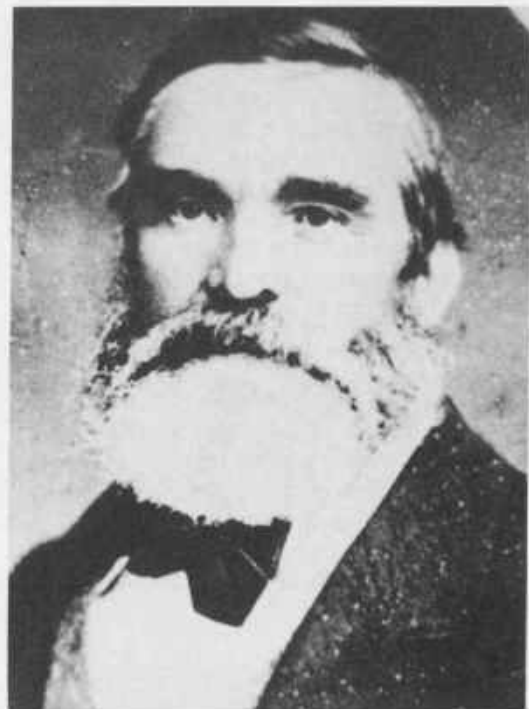
E.T. Aldridge, one of the very first white pioneers to cross the Mary River and settle the old township, saw none of this contemporaneous Maryborough. He lived until May 1888 when he suddenly and quite unexpectedly died at his home, Baddow House, after suffering heart palpitations. Aldridge, of course, was one of the more affluent of those early residents, he left a large estate - the result of judicious land speculations - which included Baddow House. The bells of St Paul's Church of England were paid for by Aldridge in memory of his wife. Aldridge was seventy years of age at the time of his death.<sup>8</sup>

His daughter later married Frederick Bryant - four times mayor of Maryborough. She died at her house in Lennox Street, also at the age of seventy years, on 3 December, 1915.<sup>9</sup> Frederick Bryant was born in London in 1841 and came to Maryborough in 1862. An ambitious businessman, he operated as a wine and spirit merchant and owned an auctioneering, shipping and forwarding agency. He entered the town council in October 1871 and served as mayor in 1872, 1882, 1884 and 1888/1889. He died, after years of ill health, on 14 June, 1910.<sup>10</sup>

Henry Palmer was one of the few men to arrive at the township with Aldridge, and, as we have seen, was Maryborough's first mayor. He was also the last survivor of those early white settlers. During the final few months of his life he suffered poor health and he died, aged ninety-four years, in July 1916.<sup>11</sup>

Another man who was largely responsible for the careful administration of the town was Charles Rabaa, three times mayor of Maryborough. Rabaa was born in 1843 in Germany and in 1856 - at the age of thirteen years - he came to Australia with his father aboard the ship *Helena*. He farmed at Degilbo for a number of years, later assisting Mr C. Ridler in his carrying business on the Gayndah Road. He became the proprietor of the Black Horse Hotel in Gayndah and several years later moved to Maryborough to take over, firstly the Golden Lamb Hotel, and later the Australian, the Royal Exchange and Queen's Hotels. He was elected to the Maryborough council in 1895, serving as mayor in 1901, 1909 and 1911. He suffered a 'paralytic seizure' in 1922 which rendered him an invalid until his death at his home, *Riversleigh*, in Queen Street, on Monday 12 February, 1923.<sup>12</sup>

One of the most well known of those early Maryborough residents was George Horsburgh, founder of the hardware retailing operation trading under the same name. George Horsburgh was born in Edinburgh but later lived in Gourock where he was the manager of the Gourock gasworks. He left this company in 1863 and sailed with his family aboard the *Golden Empire*, landing in Brisbane after a voyage of ninety-seven days. He opened a small retailing business in Fortitude Valley but was later persuaded to move to Maryborough. He listened carefully to the advice of the harbour master, Richard B. Sheridan, and on that advice opened a business which originally traded as the Maryborough Tin-plate and Zinc Works in Richmond Street. This was a modest, single storey wooden building with a small verandah and two small display windows. Horsburgh's son, also named George, entered the business in 1867. However, when gold was discovered at Gympie in October that year, George junior went to the



George Horsburgh Snr.

Source - Maryborough, Wide Bay and Burnett Historical Society.



goldfields to win his fortune. He was not successful and shortly afterwards returned to the original business in Maryborough. George junior married Mary Ann Bartholomew, the daughter of James Bartholomew, one of the founders of Wilson and Hart. In 1880 the firm purchased the building in Kent Street where it continued to expand its operations, reputedly becoming the largest hardware store in rural Queensland. This building had been constructed by Fritz Kinne, one of Maryborough's more prominent builders. George Horsburgh senior died in 1892, his son took full control and remained at the head of the business until his death in 1925. The company then passed into the hands of his sons with Andrew Melville Horsburgh as managing director. George junior had a large family comprising seven sons and one daughter.<sup>13</sup>

Andrew Melville Horsburgh managed the company for the remainder of his life. He died on Sunday 29 August, 1954, leaving the business in the hands of his brother James Melville Horsburgh.<sup>14</sup>

During the late 1980s when many people in Maryborough were relishing the prospect of maintaining the city's links with its past, Australian businessman Christopher Skase, then owner of SEQ Television, decided that he would purchase the firm of Horsburghs. His decision was to break a link with the city's history dating back more than one hundred years. Skase purchased the business in 1984 and almost immediately afterwards dismissed ten staff, most of whom had served the company for many years.<sup>15</sup> Horsburghs then became a part of Wilco - also owned by Skase. The retrenchments continued as Skase attempted to force down the price of timber. Of the eighty-five people who had been employed at Horsburghs when Skase took over, only fourteen remained when Skase suddenly sold Wilco several years later. Former manager of Wilco, Bob Dollin, (later the state parliament member for Maryborough) stated: '...I haven't seen people treated worse in my life.'<sup>16</sup>

One of the most financially successful business pioneers of the Wide Bay region must certainly have been Louis Emmanuel Steindl, who made a name for himself as a brewer in Maryborough during the latter half of the nineteenth century.

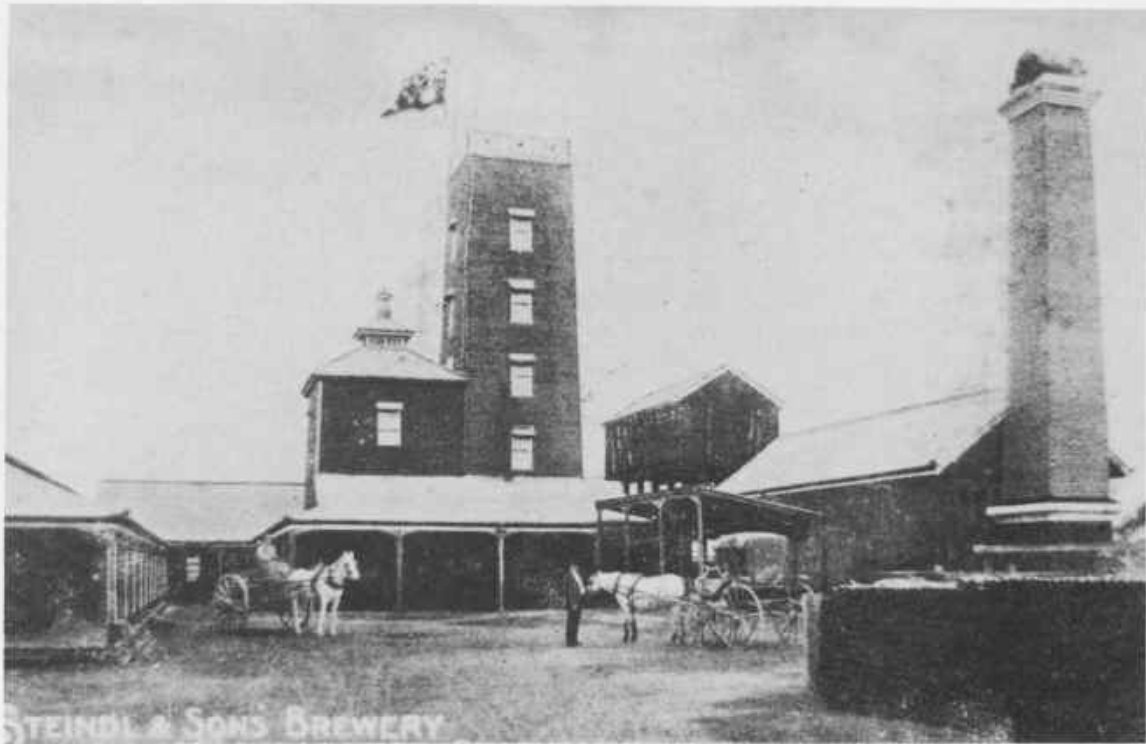
Steindl was born in Warsaw, Poland, in 1851, at a time when that city was under an authoritarian and a particularly bloody Russian domination. Evidently Steindl's parents were able to escape the mass persecutions of the Polish people. A later report claimed that the young man trained in the art of brewing under his father in Austria.<sup>17</sup> Steindl arrived in Australia in 1871 and four years later was working at Finselbach's small brewery in Maryborough. In 1878 he opened his own business, the Bavarian Brewery in Granville. Here he produced what was arguably his best beer, a beer which enjoyed an excellent reputation, primarily, it was claimed, because of the artesian water pumped from a well in Granville.<sup>18</sup> In 1879 he was advertising that he could supply, '...champagne porter (port), Bavarian ale (superior to lager), table beer and honey mead.'<sup>19</sup>

Some aboriginal people were employed by Steindl to do small jobs around the brewery, these workers were reportedly paid with quantities of beer, and fights between them frequently occurred. These aboriginal people camped on a block of land owned by the Reverend Thomas Holme.<sup>20</sup>

In 1881 Steindl entered into a partnership with J.T. Murray who had previously operated the Custom House Hotel Maryborough and the Northumberland



*Maryborough's most famous brewer, Louis Steindl.*  
Source - John Oxley Library print number 41920.



*Steindl and Sons brewery in Maryborough. Source - Maryborough, Wide Bay and Burnett Historical Society.*

Hotel in Gympie. The two men realized that in order to meet the growing demand for their beer they would have to expand and improve the original brewery. The press later gave a detailed description of the new premises:

The improvements to the Bavarian brewery consist of a large copper boiler, capable of holding 1116 gallons; this, by-the-way, is also a local article, having been made by Mr G. Forshaw. A second copper boiler has also been added, of a capacity of 400 gallons. In connection with these articles there is what is known as a brewer's pump, manufactured in New York, and which has been found to lift 35 gallons per minute. The vats consist of three, 950, 850, and 560 gallons, respectively, all of which have been made in town and reflect credit on the manufacturer ... Leaving the main building we descended into the cellar, a spacious structure 32 x 42, with brick floor. Here we observed no less than 22 hogsheads of beer undergoing the final process before being forwarded to purchasers, and having sampled some of it we can vouch for the quality of the article. In the cellar there are two fermentation troughs, each capable of holding 500 gallons, and here we may remark that our housewives might obtain excellent yeast from this brewery. A vat is also stationed in this apartment, of 600 gallons capacity. Throughout the cellar piping has been laid which is so constructed that it can be removed to any hogshead on the fermentation troughs. These pipes lead from the vats near the boilers, and are so connected that no difficulty whatever is experienced in filling the casks.

Messrs Murray and Steindl are evidently bent on keeping up the good reputation their beer has already acquired, and with that object continue to import the best 'Bavarian Spalt (or split) Hops.' During our visit, they had on hand a bale of these marked 1880, thus proving that they were the newest obtainable ... The sugar used in the manufacture of the beer is made expressly for brewers by Messrs Cran and Co., of Yengarie, and consists of very large crystals ... Messrs Murray and Steindl obtain their supply of water from a spring distant about a mile from the brewery, and although at present the appliances used for its carriage are horses, drays, and casks, we understand it is the intention of the firm to lay down pipes; indeed, such a step has been found absolutely necessary in order to facilitate matters, and enable them to keep faith with the public in supplying their orders. With only five men employed, the proprietors of the Bavarian brewery can send out 120 hogsheads of beer per week.<sup>21</sup>

Steindl later bought the premises of the then defunct Maryborough Brewery in Bowen Street, and, with the aid of his son, over the following few years converted it to a modern brewery. He died after a long illness in May 1913 leaving an estate worth almost £30,000 - a very considerable fortune at that time.<sup>22</sup>



*Gertrude Concannon, Maryborough singer who became internationally recognized.  
Reproduced with the permission of Sister Germaine Greathead.*

The 1920s and 1930s brought to the fore two Maryborough women who were to play a prominent part on the world theatrical stage, these were Gertrude Concannon and Daphne Cockburn.

Gertrude Concannon was a soprano of exceptional talent. She was born in Maryborough, the daughter of Timothy and Annie Concannon, who came to Australia from Galway aboard the immigrant vessel *New Guinea*, arriving at Brisbane on 24 November, 1884. Timothy and Annie later became the licensees of the Oxford and Royal Exchange Hotels.

Gertrude and her sisters, Josephine and Eileen, were all educated at St Mary's Convent School where they excelled in musical accomplishments. Josephine became a well known pianist and taught piano, violin, mandolin, guitar, singing and the theory of music. Gertrude studied at the Garcia School of Music, Sydney - under Madam Christian, a Sister of Charity - and later spent thirteen years touring the world while receiving rave reviews.<sup>23</sup> Her first foreign public appearance was made at London's Leighton House, she later toured in a wide variety of countries including India, Egypt and Burma. When she returned to Maryborough in July 1938, the press reported:

With a happy smile on her face, Miss Gertrude Concannon, the international songstress, stepped from the mail train on arrival at the Maryborough Railway Station yesterday afternoon into the arms of an admiring throng of friends and relatives, all eager to welcome her back to her birthplace after an absence of 13 years.

She was almost overwhelmed by those hugging and kissing her, at the same time piling bouquets of flowers, including one of Australian golden wattle, into her arms.

'I never knew flowers could be so heavy,' Miss Concannon exclaimed as she tried, with her arms full, to greet old chums who stepped forward one after another. One of the first to squeeze her hand was Mrs T.J. Gillhespy senior, who, while awaiting the arrival of the train, remarked, 'I saw her away on the train and I must welcome her back.'

...It was a memorable homecoming for Miss Concannon, but more was yet to come. She was accompanied on the journey by her sister, Miss Eileen Concannon, the other sister, Miss Josie Concannon, having returned after greeting her sister on arrival in Brisbane, to prepare for her celebrated sister's reception in their own home.

Members of the Philharmonic and Cecilian Choirs also were on the station to add to the warmth of Miss Concannon's welcome. It was ten minutes before Miss Concannon was able to make her way from the station to a waiting car, accompanied by the sound of cheering from the assembled throng.

Outside the station entrance she was again greeted by a crowd of people who gave her eager attention while she was assisted into the car and the mass of flowers accommodated in the interior.



Accompanied by her two sisters, and by Mrs T.J. Gillhespy and Mrs Pearson, Miss Concannon arrived at the Town Hall for the civic reception. She passed through a lane bordered on either side with people who, at the request of Brother J. Crowley, welcomed her with another three hearty cheers.<sup>24</sup>

Gertrude Concannon married Jack Deguian, formerly of Maryborough, and lived for several years at Wyong New South Wales. She died there in the late 1970s.<sup>25</sup>

Gertrude Concannon's contemporary, Daphne Cockburn, was a pianist who also left Maryborough to travel to London where she found fame, although, evidently, not immediately. 'No one will ever know what a struggle it was to win through,' she told the press after she returned in 1948 following an absence of fourteen years. 'However, the success I have achieved in the past six years has been worth it,' she added.<sup>26</sup>

Daphne Cockburn was born in Maryborough on 1 October, 1914. The press later reported: 'From the time she could toddle Daphne showed a remarkable inclination to amuse herself in the vicinity of the piano, and on numerous occasions her mother found her precariously perched on the piano stool endeavouring to open the lid.'<sup>27</sup>

Daphne would often listen to her mother playing the piano and would try to copy her at the keys. By the time she was three and a half years' old she could play a reasonable rendition of 'Over the Waves' and 'Keep the Home Fires Burning', two popular songs of the Great War period.

When she was five years' old she took the Trinity College examination at the Maryborough School of Arts, the youngest pupil then to take part in such an examination, in which she scored full marks. The press later reported: 'This success continued throughout her years of training and during the next thirteen years her astonishing technique and musicianship brought her not only a succession of academic qualifications but also established her in the unique position of a child prodigy.'<sup>28</sup>

Daphne Cockburn later studied at the Royal Academy of Music in London and went on to establish a powerful musical career in England. She played frequently for the British Broadcasting Corporation, including a broadcast which was transmitted via short wave to Australia.<sup>29</sup> She toured regularly, drawing large audiences, and during the Second World War she gave many charity concerts. She also played for troops, factory workers and miners.<sup>30</sup>



*Daphne Cockburn, the famous Maryborough pianist. Courtesy - John and Betty Coburn.*

The late 1920s brought the beginning of the Great Depression, the ramifications of which, by 1930, were already being felt world-wide. Prices were rising dramatically and wages could not hope to rise with them. Slowly, inevitably, the lines of the unemployed grew. At the beginning of that year there were several meetings in Maryborough concerning the relief of unemployed people. The government's relief allowance of £3 per week in return for forty-four hours of work seemed unreasonable to some, but many were willing to work the hours even for these meagre wages.<sup>31</sup> By the following year the situation had worsened and it became far worse in 1932 when the average wage dropped to just £3/10/- per week, a reduction of a massive twelve shillings and sixpence. Women workers were allowed only £1/18/- per week under new New South Wales industrial commission regulations.<sup>32</sup> This was hardly sufficient to keep a family. A pair of boots cost 13/6d and a new suit from Woulfe and Sons of Brisbane would cost £2/10/-.<sup>33</sup> Under the United Australia Party government of Prime Minister J.A. Lyons, pensions were cut to 17/6d per week or even lower if families were capable of aiding in the support of their pensioner relatives.<sup>34</sup>

In order to accommodate transient vagrants a shelter shed had been erected at Ululah. This was a simple wooden structure with bunks sufficient to accommodate thirty-two men. Externally there was little to complain of, but internally it soon became something of a disgrace. The *Maryborough Chronicle* later recorded:

The filth and litter in the shed was astounding, there were meat bones, scraps of food, tins, paper and straw, all of which afforded good breeding for flies and vermin. Vermin including flies, lice and bugs infested all the bunks. There was situated, right at the opening of the shed, a further litter of tins and other materials, another breeding place for vermin. The sanitary arrangements were far from satisfactory. A closet provided with a pan service was clean, but the men used a section outside the southern end of the shed in close proximity to the last set of bunks. The ground there exuded a very nasty odour ... the bath was filthy and there were leaking taps. The drainage was very primitive.<sup>35</sup>

The shed was eventually pulled down at the end of 1941.

## Into Conflict.

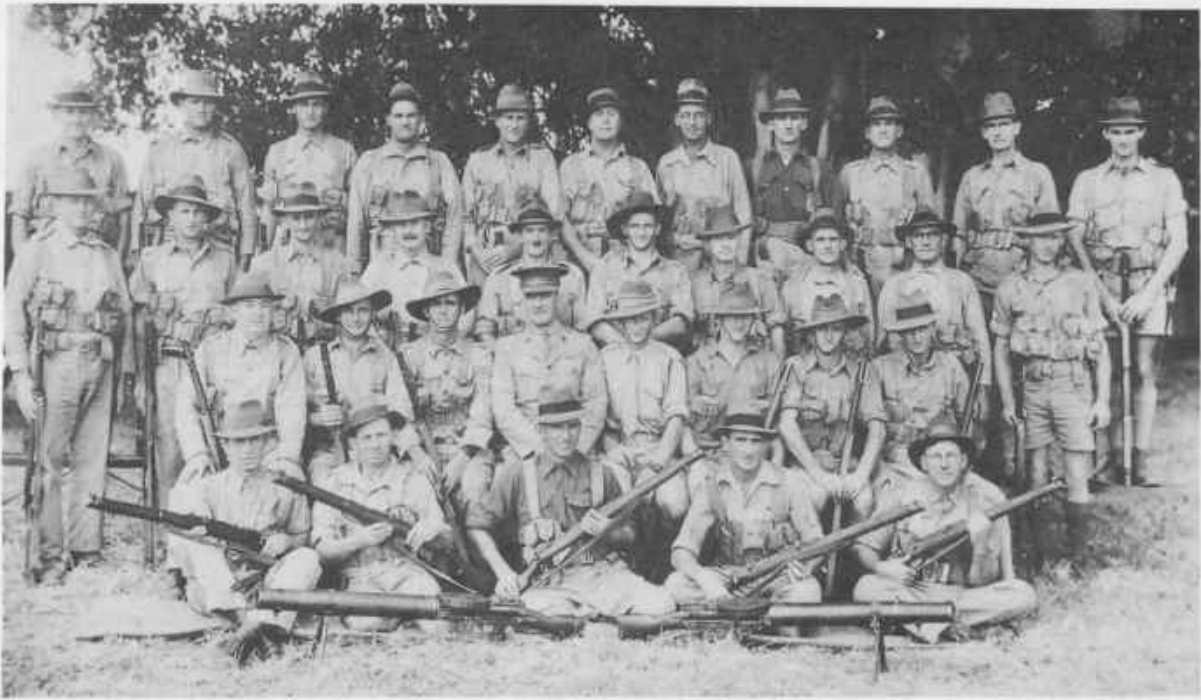
Throughout the 1930s there was a steady build up of military power world-wide, and people generally were looking upon the future with considerable foreboding. Spain, Germany and Italy all adopted fascist governments, Japan was steadily increasing its military power and expanding into China with evident designs on the whole of Asia. Britain was slowly increasing its military spending, as was the United States. In January 1939 President Roosevelt called upon congress to authorize a massive US\$525 million in military spending.<sup>36</sup> The future seemed clear, war was rapidly approaching and it would be another conflict in which Australians would be closely involved. Across the country there were bitter recriminations over the rise to power of Adolf Hitler - especially from those who had fought during the Great War, and when German consular staffs in Sydney and Brisbane raised the Swastika on their flag poles, demonstrations in both cities were so great that the German diplomatic authorities were forced to lower the Nazi emblem.<sup>37</sup>

When Neville Chamberlain announced that Britain was at war on 3 September, 1939, it was the foreseeable culmination of six years of unparalleled military growth and political antagonism. The people of Maryborough reacted to the news with mixed emotions - although there was a predominant feeling of profound patriotism. The acting mayor, Alderman Paul Daniel Christensen, stated: 'I feel sure I am speaking for all good Australians residing in Maryborough when I say that we will stand loyally behind Britain in the darkest hours ahead, and we will do our share in bringing this conflict to a speedy and victorious end.'<sup>38</sup>

The outbreak of war caught local military authorities poorly prepared. Colonel E.E. Patterson, commanding officer of the regiment from 1936 to 1942, later stated that when war was declared the regiment had units at Maryborough, Tiara, Gympie, Murgon, Wondai, Kingaroy, Childers, Howard and Bundaberg. However, he qualified his statement by adding: 'Our only transport was four light horse-drawn wagons and we were in a bad way for weapons ... we had sufficient rifles for only two companies ... transport consisted of one truck which we were permitted to purchase second hand for £60.'<sup>39</sup>

Despite problems such as these, thousands of people flocked to the recruiting stations Australia-wide and there was certainly no lack of volunteers in Maryborough. However, the first affect of the war in Maryborough was the announcement that the long-awaited sewerage scheme - which was about to come into being - would be cancelled in order to preserve materials which may have been required during the conflict.<sup>40</sup>

No one really knew what to expect from the war. Volunteer A.R.P. (air raid precaution) wardens were called for, as were volunteers to perform a number of other civil tasks in the event of air raids such as the guarding of



*Volunteer Defence Corps, Maryborough, World War Two. Source - John Oxley Library print number 73890.*

vital facilities - although there were no particularly vital facilities in Maryborough at that time. An evacuation plan was drawn up and a census made of all vehicles so they could be commandeered if a general evacuation of the city became necessary.<sup>41</sup> The Maryborough City Council, whose responsibility it was to organize an effective civil defence plan, held a public meeting in the city hall on Tuesday 26 September, 1939. The meeting was attended by more than six hundred people, most of whom were ready to volunteer for a variety of civil tasks including A.R.P. wardens, nurses, evacuation drivers and guards.<sup>42</sup> The roll for A.R.P. wardens closed on Saturday 30 September with one hundred and seventy-three volunteers, ninety-three of whom were women. Their training began shortly afterwards.<sup>43</sup>

A military camp for the induction and training of army recruits was established at the Maryborough showgrounds and in October 1939 the general manager of Walkers, H.S. Goldsmith, announced that the company had been contracted to build one of four sloops for the Royal Australian Navy. The seven hundred tons sloops were earmarked for patrols, mine-sweeping and anti-submarine service, and they were to be built on the same slip where the *Echuca* and *Echunga* had previously been constructed.<sup>44</sup>

Further contracts followed. In September the following year, interior minister, H.S. Foll announced that £1.75 million would be spent on shipbuilding in Queensland and that Walkers was contracted for both ship construction and engine building.<sup>45</sup>

A public meeting to discuss the possibility of forming a patriotic fund was held in the School of Arts hall on 8 December, 1939. However, in contrast to such meetings which had been held during the Boer and Great Wars, public patriotic fervour was evidently lacking as only thirty people attended the meeting and it was decided to temporarily abandon the proposal.<sup>46</sup>

The practice of sending white feathers to men who did not immediately volunteer for the forces again came into vogue in Maryborough. In February 1940 two men, both former soldiers who had served with distinction during the Great War, received white feathers in the mail. It was a particularly galling experience for the men as they had both been wounded during the 1914-18 campaigns.<sup>47</sup>

Recruitment from Maryborough was steady, although it was carried out without the patriotic fervour seen during recruitment for the two previous wars. During the first few months of the war small groups of soldiers were farewelled at equally small functions hosted by the R.S.S.I.L.A. (R.S.L.) and its Women's Auxiliary. Up until May 1940, and shortly after Hitler's army had invaded the Low Countries, six such drafts of soldiers had left Maryborough.<sup>48</sup>

Conscription for overseas service had not then been introduced and there seemed little need as national recruitment figures generally were very good. The recruitment centre at the Maryborough drill hall was



handling a large number of volunteers daily. These men came not only from Maryborough but from all the surrounding districts. The *Maryborough Chronicle* was headlining: 'Men Flocking to the Colours.'<sup>49</sup>

There were, of course, many references to the fifth column in contemporary newspapers and there was widespread belief that aliens of German extraction should be interned. When a group of recruits was being farewelled at a function hosted by the Maryborough branch of the R.S.S.I.L.A. in May 1940, president of the association, Doctor George Roebuck Woodhead, stated that the fifth columnists in Maryborough were known to the authorities and that they would be, 'dealt with in the near future.'<sup>50</sup>

When Italy declared war on the Allies in June that year a massive round up of Italian nationals took place across the nation. Those suspected of having fascist sympathies were immediately interned.<sup>51</sup> George Woodhead, who spearheaded the various vitriolic public campaigns against foreign nationals of Axis origin, was to see little of the war, he died of a heart attack, aged fifty-eight, on 11 November, 1940.<sup>52</sup>

In October 1940 the minister for air, Arthur William Fadden, (prime minister, 28 August, 1941, to 7 October, 1941) announced that in order to meet the increasing demand for service pilots and air crews there would be three new air training schools established in Queensland; an initial training school at Sandgate, a service training centre at Bundaberg and an elementary flight training centre at Maryborough. These new schools were to be used to train pilots, air crews, observers and gunners. In Maryborough the specific task would be to train young pilots using Tiger Moths. The course would last eight weeks and would result in the pilots receiving at least fifty hours' flying training, after which they would be transferred to Bundaberg for advanced training.<sup>53</sup> However, this concept was later changed. In March 1941 the member for Maryborough, B.H. Corser, received a communication from John McEwen, then minister for air, (prime minister from 18 December, 1967 to 9 January, 1968) which stated that the school would, in fact, be used for training air navigators and air gunners.<sup>54</sup>

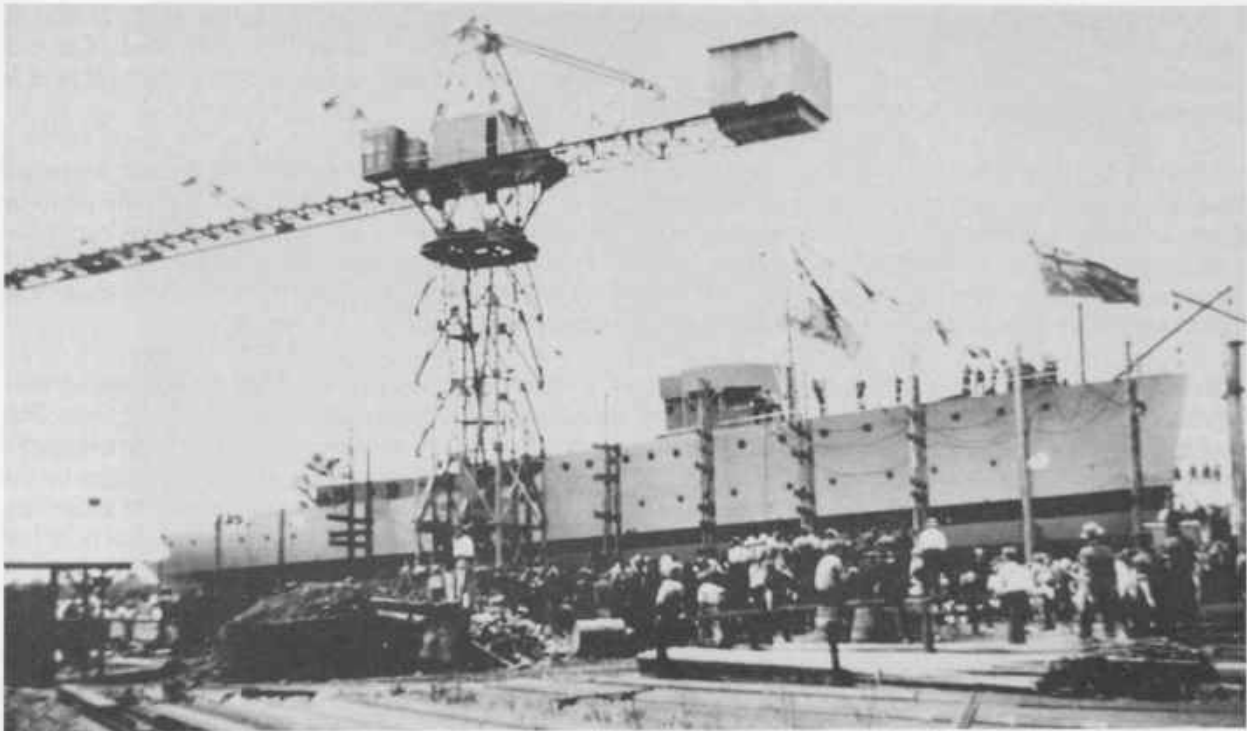
An indication of the size of the complex came in April 1941 during a meeting of members of the Maryborough Chamber of Commerce when it was revealed that approximately £200,000 would be expended on metallic runways, Nissen huts, modern radio equipment and even a sports oval for the trainees. By that time men were already on the site clearing the land where the school complex was to be erected.<sup>55</sup> Under the control of the R.A.A.F., the Number 3 Wireless Air Gunners' School (WAGS) and the Number 3 Air Navigation School (ANS) were established. Exercises were carried out in a variety of aircraft including Tiger Moths, Wackett Trainers and D.C.2s. These aircraft could frequently be seen flying over the city. Wooden trestles and other obstacles were sometimes placed on the runways in order to prevent enemy aircraft landing on them. Training staff were issued with rifles, ammunition and field-rations and told that if the region was attacked by the Japanese the station would have to be abandoned. The station also included personnel from the Women's Auxiliary Australian Airforce. The Royal Naval Air Service, flying Corsairs, also used the Maryborough airstrip.<sup>56</sup>

The first warship built in Queensland, *H.M.A.S. Maryborough*, was launched by Walkers on 17 October, 1940. Large crowds gathered to watch the sleek grey vessel slide into the river. The ship was officially launched by the wife of Walkers' general manager, H. Goldsmith.<sup>57</sup> Unfortunately the launching was not without incident, the ship becoming stuck in the mud of the Mary River. Gordon Ammenhauser, who, as a child watched the launch, later wrote:

It was a clear hot day of great excitement for all the children of the Granville State School. For a year or so we had been able to look up at any time and look across the flat and the river to Walkers Ltd. Shipyards. We had watched the building and then later the operation of the huge (to us) Hammerhead crane, listened to the rattle of the riveting guns and the slam of sledge hammer on steel as we slowly watched that mass of metal take shape. This was the first ship built in Maryborough in any of our living memories. Indeed this applied to much of the population of the city. From our school yard we could see the keel laid, every plate and girder swing into place. Hear them fastened in position and watch the ship take recognisable form. This ship when finished would bear the name of our city in the conflict of the Second World War.

Imagine the excitement when launching day came. We were told we would all be given a break from lessons and would be marched to the river bank near what we knew as the 'Ferry Approach' to watch the event. The 'high ground' was quickly taken up by the bigger and more aggressive ones while the rest were spread out along the bank. Some, just for the fun of it, even climbed mangroves.

As the launching time approached we could hear the bands playing and the general hum of excitement from the crowded ship yards, normally closed to the public. Soon everything became quieter, no doubt in respect for the guest speakers. This part of proceedings seemed to go on and on although at this time I could not say if this was due to long winded speakers or just the natural



*The launching of H.M.A.S. Maryborough. Source - Maryborough, Wide Bay and Burnett Historical Society.*

impatience of childhood. I also recall that the heat of the day was beginning to tell and sunburn and restlessness became apparent among the younger ones.

Then came the sound we were waiting for. The solid wack of sledge hammer on wood as the chocks holding the cradle of the ship were knocked free. Amid loud chanting, singing and fanfare, this huge pile of steel began to slide slowly towards the water.

That was when the whole day of expectations came unstuck. The unexpected happened. Halfway down the ways, instead of sliding gracefully into the water, the ship came to a complete stop. There was an immediate hush over the whole proceedings. Apparently, she was stuck in the mud.

It didn't take long for this new and unexpected development to generate its own air of excitement. The leaders of the industry of the day brought all their imagination and effort in to moving that ship to the water as intended. From the far bank of the river we could see the frantic rushing to and fro but could not make out the steps taken. However, we did cheer and whistle when the local tug boat, then based in our port, was brought into the fray.

As the tide continued to fall, time was important and none was lost in attaching tow ropes from the ship to the tug boat. Then came the battle of strength as the tug boat poured all of its power into forcing this huge pile of steel to move. The water churned and the boat swayed and suddenly a huge shout went up from every throat. No, the ship did not move but the bollard and rails of the tug boat had torn out and fallen into the river.

Soon after this, the attempt to float the ship was abandoned for the day and we were marched back to school.

The *H.M.A.S. Maryborough* was floated, without any fanfare on a later tide and to many around town was referred to from that day on 'H.M.A.S. Stick in the Mud.'<sup>58</sup>

At its commissioning, some eight months after the launch, aldermen of the Maryborough City Council presented the ship with a canteen of cutlery and several framed photographs of Maryborough scenes. The ship's first commanding officer was Lieutenant-Commander G.L. Cant. One officer and several of the ship's crew later married Maryborough women. During the war the ship served primarily in the Mediterranean and Middle East. Lieutenant-Commander Cant handed over his command to Lieutenant J.C. Boyle, R.A.N.R. in May 1943.<sup>59</sup>

Other ships built by Walkers included *H.M.A.S. Toowoomba* launched on 26 March, 1941, *H.M.A.S. Rockhampton*, (launched secretly at night by Mrs Lucy Grittall [senior]) on 26 June, 1941 and *H.M.A.S. Shoelhaven* which was launched by Senator Dorothy Tangney on Thursday 14 December, 1944.<sup>60</sup> (*H.M.A.S. Rockhampton* was sold to the Japanese in January 1961).<sup>61</sup>

Meanwhile, in Maryborough, it soon became patently obvious as the months passed and the war deepened that this was to be a long and difficult conflict. Drafts of recruits were regularly dispatched and the patriotic funds administered through the Red Cross and other organizations steadily grew. The Red Cross expended vast energies in a variety of activities, as did the Country Women's Association which, apart from raising large amounts of funds, worked diligently in the manufacture of netting camouflage and the knitting of socks and balaclavas. They also supplied cakes and gift parcels to the troops.

In late August 1941 one of Maryborough's war heroes, Corporal L.H. Spencer, returned from active service. Spencer was one of the original Anzacs, he had fought at Gallipoli and the Western Front during the Great War and had received numerous decorations including the coveted French *Croix de Guerre*. He had been evacuated from Crete and had been wounded in both ankles at Tobruk. He was greeted with great enthusiasm by the people of Maryborough when he returned, bringing with him a number of 'souvenirs' including a German watch, a Nazi document case and many other items which were later displayed in a shop window. Spencer had been captured at Derna but he and another man had managed to escape on a motor-cycle.<sup>62</sup>

Yet in spite of the ordeals then facing the Allies in the various war theatres, patriotism in Maryborough by now seemed listless. At a war loan rally held to sell government bonds in November 1941 - only a month before the Japanese attack on Singapore, Hong Kong, Pearl Harbor and the Philippines - just seventy people attended the city hall meeting and bonds to the value of just £1010 were sold. This compared very poorly with a similar rally held at Rockhampton several weeks previously which had raised approximately £50,000. The Maryborough rally coincided with a march through the streets by the trainees of the newly formed air training school. Two hundred and twelve recruits marched past the city hall, the salute being taken by Wing Commander J.G. Cardale who was accompanied by the mayor, Alderman R.D. McDowell, and members of the War Loan Committee. The *Maryborough Chronicle* later lamented, '...in front of the hall, tables had been set out and clerks were in attendance to receive applications to the loan, but their services were not required.'<sup>63</sup>

After Australia's entry into war with Japan in December 1941, the need for home defence became rather more acute. On 12 December Maryborough's Civil Defence Committee recommended that all homes be supplied with a yard of sand for fire-fighting purposes in the case of incendiary bombs being dropped. They also recommended that householders construct their own bomb shelters and that slit trenches be dug at various points throughout the city. The recommendation was carefully heeded. The yard of sand was delivered to all households at a cost of two shillings per house and all holiday leave for council staff was cancelled. Slit trenches were immediately dug on the city hall green and at various other locations including the Church of England yard; near the Federal Hotel; in Queen's Park; at the rear of Wynne's music shop; at the hospital (where the swimming pool is now located) and on the vacant allotment opposite the trades hall. There was also a general appeal for volunteer stretcher bearers in case of casualties during a bombing attack. Under the National Security Regulations, towns, villages and cities between Tweed Heads and Thursday Island were partially blacked out. The regulations stipulated that all external lighting which could be seen from the air had to be extinguished.<sup>64</sup>

Historian Kit Mackay's father, W.W.G. Mackay, was serving as an air-raid warden at this time. She later wrote of him:

During the threat of air raids at Bidwell, W.W.G. Mackay was the local A.R.P. warden. When he blew his whistle the only people to hear it were his family and neighbours about a quarter of a mile away. His property was bounded by Tinana and Jumbo Creeks where his sprawling wine cellar stood out clearly and he was afraid the Japanese might mistake the complex for Walkers. His evacuation plan was to send his entire family to an acquaintance at Gunnedah, and if the worst came and the Japanese invaded he would smash the casks, destroying all six thousand gallons of his beloved orange and mandarin wines.<sup>65</sup>

At this time too, the Northern Command Headquarters based in Brisbane issued a directive stating that all .303 rifles and sights for those weapons held in civilian hands were to be turned over to the authorities who would issue purchasing orders for them.<sup>66</sup>

By March 1942 - following the fall of Singapore and the perceived danger to Australia, the situation had worsened considerably. Blackout tests were made to ensure that the city could not be detected from the air at night, and calls were made for added civil defence personnel including A.R.P. wardens and boy runners. Some





*Frank Holland M.B.E., laying a wreath at the Krait monument Hervey Bay during the early 1980s*  
 Source - Frank Holland, reproduced with permission of *Maryborough Chronicle*

retail items were becoming scarce, these included tea and several brands of tobacco, and many businesses were forced to cease home deliveries because of the lack of petrol.<sup>67</sup> By the end of March tea was being strictly rationed to a weekly allowance of just one ounce per person.<sup>68</sup>

The first genuine air-raid alert was sounded shortly after noon on Wednesday 26 August, 1942. There had been several surprise practice alerts to test the city's state of readiness, yet no enemy planes had been seen in the vicinity. The alert sounded for three minutes and the defence system swung quickly into action. However, the aircraft which had caused the alert was soon afterward identified as an Australian machine.<sup>69</sup>

Operations of commando units functioning under the name of Special Operations Australia - administratively controlled by Z Special Unit, were kept strictly secret during the war and details of their activities were only to emerge years after the cessation of hostilities. Training on Fraser Island, the commandoes made raids against 'targets' in Maryborough, including shipping and boats on the river and against Walkers. Creeping past guards at the shipyards the commandoes would place chalk marks against the hulls of vessels to indicate that their 'attack' had been successful and the shipping sunk. A monument to the operations of Z Force was unveiled at Dayman Point Uranang in January 1967. The most publicized activities of Z Special Unit were operations Jaywick and Rimau, attacks against Japanese shipping in Singapore in 1943/44. The commandoes were taken to the drop off point aboard a former Japanese fishing vessel named the *Kofuku Maru* which had been renamed the *Krait* after it was commandeered and brought to Australia following the capitulation of Singapore in 1942. Several members of operations Jaywick and Rimau were present at the unveiling ceremony at Dayman Point in 1967 - including the skipper of the vessel Ted Carse. The leader of the attacks, Major Ivan Lyon, and most members of his attacking team, were caught by the Japanese during operation Rimau. They were tried by a Japanese military court in Singapore and beheaded on 7 July, 1945 - approximately five weeks before the capitulation of Japan.<sup>70</sup>

Apart from being used as a commando training base, Fraser Island was also the scene of a military aircraft crash during the war. On 7 November, 1942, an Avro Anson bomber was patrolling the sea-lane approaches to Brisbane on the look-out for Japanese submarines. The bomber was crewed by Bob Stand as the pilot, John Batholomew the navigator, and Ian Templeton (of Uranang) as radio operator. During the patrol a violent storm suddenly sprang up, all other aircraft in the region were recalled but the Avro was ordered to maintain its patrol. The storm intensified and after considerable trouble - and almost out of fuel - the bomber was forced to crash land on the beach at Fraser Island. The crew spent a miserable and wet night but were rescued the following morning by the troop carrier *Wondana*.<sup>71</sup>



*Q.112 Detachment of the V.A.D. at Maryborough, marching towards the cenotaph, Anzac Day ca. 1941.*  
 Courtesy Nancy McLean.

The Maryborough Volunteer Aid Detachment, Q.112, was formed in June 1939. The commandant was Sister I.G. (Grace) Francis with G. Jobson as assistant commandant and A.P. (Nancy) Maclean as quartermaster. Training in first aid, home nursing and gas warfare began immediately. Hospital training was provided at St Mary's and sixteen V.A.D. women were also placed on duty at the Maryborough hospital, although this created a degree of friction as the resident matron believed that only trained nurses should be administering to the sick. Other classes and duties undertaken by the women of the V.A.D. included motor transport, cooking, duties in army hospitals, the staffing of military canteens, fund raising, and acting as first aid staff and stretcher bearers in the event of bombing attacks. Quartermaster's documents dating from the war show that the V.A.D. ladies were kept extremely busy manning the navy and airforce canteen at the Maryborough air strip. For example, during the three months from June to August 1945 more than 37,000 cups of tea were served to the eight hundred servicemen stationed there. The official returns show that this service had used twelve hundredweight of sugar and 196 pounds of tea.<sup>73</sup>

All work for the V.A.D. was carried out on a voluntary basis, none of its members received payment for their services and it was not until 1994 that women who served in the detachment were eligible for a service medal. In November 1994 Prime Minister Paul Keating announced the introduction of a new Civilian Service Medal for 1939-45 - approved by the Queen - to cover service organizations such as the V.A.D., the Australian Women's Land Army, the North Australian Railway and the Civil Defence Constructional Corps. The medal is made of bronze and features the Federation Star and Southern Cross.<sup>73</sup>

At the end of hostilities in 1945 it was the intention of the Q.112 officers and members that the detachment should continue in service, however, over the following two years membership steadily declined and the Q.112 held its last meeting on 24 March, 1947.<sup>74</sup>

Rationing was not an arduous imposition in Australia during the war - unlike Great Britain which suffered long and difficult rationing for almost the entire war and for a long time afterwards. In Australia most products remained unrationed, although, in addition to tea, there was rationing of petrol, clothing, meat, butter, sugar and sugar products such as jam. Meat was only placed on ration in January 1944 and, although there had been several months' warning, when rationing was finally introduced it caused widespread dismay and alarm. Butchers in Maryborough lamented that they were being placed in a very difficult position, that people simply did not understand why meat should suddenly be rationed and that they could not plan their meals to cater for the lack of meat. Sausages were not rationed but they were limited by the amount of sausage skins available, dog and cat owners were advised to feed their animals vegetable scraps. An example of the rationing system may be seen from the fact that five timber-getters on Fraser Island were allowed only twelve and a half pounds of meat for a week, a little more than two pounds each. Butchers in Maryborough stated that for working men two pounds of meat was sufficient only for one day.<sup>75</sup> There was no real shortage of meat in Australia and meat rationing was only introduced so that larger supplies could be sent to England where there was an acute shortage. The former prime minister, William Hughes, then deputy leader of the opposition, stated that the



The Radio 4MB 'Good Companions' Club', aluminium collection to aid the war effort, ca. 1939.  
Source - Radio 4MB archives.

Australian meat ration was adequate and that Australians had nothing to complain about compared with the difficulties being experienced by the people of Great Britain. 'One would imagine that the rationing of meat was the sentence of death,' he castigated. He added that meat rationing had been introduced because: 'Australians were at war, fighting for their lives.'<sup>76</sup>

The question of meat rationing soon became overshadowed by other events. In April 1944 Walkers launched their newly completed frigate, *H.M.A.S. Diamantina*. The ship was officially launched by Mrs W.J. Riordan, the wife of the deputy speaker in federal parliament.<sup>77</sup>

By 1945 it was, of course, patently obvious that the Allies would win the war. Japan was retreating from many of its captured territories, the US Navy controlled the Pacific and Allied forces were advancing on Berlin. In Maryborough it was a time to re-consider the future. Men would soon be returning from the war and would require work and accommodation. The brittle atmosphere of the war years was slowly receding. With Japan in retreat there was no longer any fear of air attacks and so the air raid shelters could be demolished. Strangely, when this was first broached in the Maryborough council chambers in April 1945, the council was informed that in order to carry out such demolition they first had to obtain a *building permit* from the deputy director of War Organization of Industry. The *Maryborough Chronicle* complained: 'Probably there have never been better instances of the futility of red tape.'<sup>78</sup>

When Germany surrendered the following month, the churches of Maryborough were filled with people attending thanksgiving services. Wednesday 9 May was declared a public holiday in celebration of the cessation of hostilities in Europe. However, the celebrations were muted and an air of solemnity overshadowed the city with the knowledge that Japan was still a powerful enemy and that there remained a great deal of hard fighting before the war could be completely ended.<sup>79</sup> These somewhat sombre victory celebrations included a march through the streets headed by the Caledonian Pipe Band, but the *Maryborough Chronicle* recorded:

Otherwise the city celebrated the news quietly through the day. Citizens rather recognizing the day as one of thanksgiving rather than one for celebration. Like other cities there are many homes in Maryborough who have sons and fathers still fighting a more terrible enemy than the one who has been crushed ... At 5.45 the city was almost deserted, the hotels were quiet.<sup>80</sup>

The feeling of despondency was heightened in July - just two months later - with the death in office of Australia's prime minister, John Curtin. Although Curtin had been experiencing ill health for some time, his death came as something of a shock to the nation, as the press almost immediately reported: 'There was an incredulity about it all, but the grey dawn spreading over Canberra's bleak hills and misty valley revealed the flags flying at half mast from government buildings.'<sup>81</sup>





*Celebrations and speeches at the end of World War Two. Note the concrete bunker on the city hall green.*  
Source - John Oxley Library print number 54575.

However, the feelings of despondency were soon dispelled following the atomic bombing of Hiroshima and Nagasaki in August, and Japan's formal acceptance of the Potsdam Ultimatum. When Maryborough residents heard the news of the surrender the city was almost immediately steeped in celebrations. The *Maryborough Chronicle* somewhat colourfully reported:

Peace came to Maryborough yesterday in a riot of carnival, with cheering crowds, dancing couples whirling in the streets, tin can bands, bagpipes, tooting of horns, car and lorry loads of yelling, laughing boys and girls; servicemen, civilians and cute sports girls all mixed up in a frenzied, scintillating kaleidoscope of joyful, unrestricted celebration. The lid was off and Maryborough 'went to town' in a big way.<sup>62</sup>

In December 1945 *H.M.A.S. Maryborough* returned to the city and the ship was met at the A.U.S.N. wharf by thousands of Maryborough residents. The vessel had seen service in the Mediterranean, the Atlantic, the Indian and Pacific oceans as a convoy escort and on anti-submarine work. A special dinner with a social dance was held at the city hall on 7 December in honour, not only of the ship's captain, Lieutenant Commander M.W. Lancaster, but also of the officers and crew.<sup>63</sup>

Lancaster presented the ship's bell to the Maryborough City Council and this - after much deliberation and controversy - was finally handed over to the School of Arts Committee. A special presentation display was constructed by Walkers and the bell was officially unveiled by Mrs H. Goldsmith, wife of the general manager of Walkers, the same person who had originally launched the ship. However, further controversy was to surround the event. Ships' bells are regarded by their navies as revered icons and are surrounded by an almost religious aura. Thus when Lancaster informed the Australian Naval Board that he had donated the *Maryborough's* bell to the city, he was, 'severely upbraided' for doing so and instructed to have the bell immediately returned. Somewhat sheepishly Lancaster wrote to the mayor of Maryborough, Alderman R.D. McDowell, informing him that it was now necessary to have the bell returned to the ship. McDowell, however, saw no reason to return the bell and informed Lancaster that the only solution to the problem was for Walkers to make another bell and send it to the ship when it was completed.<sup>64</sup>

War rationing continued long after the cessation of hostilities. In reality there were few, if any, shortages in Australia at that time, but Britain was still labouring under severe shortages and rationing was being stringently enforced. The Australian Labor Party government under Joseph Benedict (Ben) Chifley, was determined that Australia would not allow itself unrestricted supplies when many items, especially meats, were required in the mother country. In the sugar growing areas such as Maryborough even sugar was restricted until July 1947 when it was officially taken off the restricted list because Britain was by then receiving adequate supplies, not only from Australia, but also from her own sugar producing dominions in the West Indies.<sup>85</sup> Petrol was supposed to have gone on the unrationed list on 6 June, 1949, and this immediately cast doubts on the validity of continuing with other odious forms of rationing on items such as butter and tea.<sup>86</sup> However, there was still a significant shortage of petrol, and available supplies were quickly sold - many people hoarding tanks of the fuel. By the end of 1949 the supply of most goods had returned to normal and Maryborough shopkeepers were stating that with only rare exceptions they would be trading for Christmas with few shortages. Petrol officially came off restricted supply under Robert Menzies' new government in February 1950.<sup>87</sup> This was one of Menzies' many policies to reduce the strict austerity measures which still remained following the Second World War.

\*\*\*\*\*

### Sources and Notes for Chapter Sixty.

1. M/C. 24 June, 1926 and M/C. 30 June, 1926.
2. M/C. 25 October, 1948, p 2.
3. M/C. *ibid*.
4. M/C. 6 June, 1959.
5. M/C. *ibid*.
6. M/C. 19 February, 1910.
7. M/C. 6 June, 1959.
8. M/C. 19 May, 1888.
9. M/C. 4 December, 1915, p 9.
10. M/C. 15 June, 1910.
11. M/C. 20 July, 1916.
12. M/C. 13 February, 1923.
13. M/C. 2 August, 1952, p 2.
14. M/C. 1 September, 1954, p 4.
15. M/C. 24 August, 1985, p 3.
16. M/C. 25 October, 1989, p 3.
17. M/C. 24 May, 1913.
18. M/C. 6 September, 1958, p 2.
19. M/C. 3 April, 1879, p 1.
20. M/C. 20 September, 1958, p 2.
21. M/C. 27 October, 1881, p 2.
22. M/C. 24 May, 1913, M/C. 30 April, 1914 and M/C. 6 May, 1914.
23. Letter from Sister Germaine Greathead to the author, 30 November, 1994.
24. M/C. 21 July, 1938, P 10. See also, M/C. 21 March, 1932, p 4, M/C. 28 July, 1938, p 10 and M/C. 30 September, 1949, p 3.
25. Letter from Sister Germaine Greathead to the author, 30 November, 1994.
26. M/C. 25 February, 1948, p 4.
27. M/C. 22 July, 1936, P 10.
28. M/C. 25 February, 1948, p 4.
29. M/C. 15 January, 1938, p 8.
30. M/C. 25 February, 1948, p 4. For comprehensive details on Daphne Cockburn's life see M/C. 22 July, 1936, p 10 and M/C. 25 July, 1936, p 3.
31. M/C. 5 May, 1930, p 4.
32. M/C. 27 August, 1932.
33. M/C. 29 August, 1932.
34. M/C. 16 September, 1932.
35. M/C. 27 November, 1941, p 3.
36. M/C. 14 January, 1939, p 1.
37. M/C. 2 May, 1939, p 1.
38. M/C. 4 September, 1939 p 6.
39. M/C. 28 February, 1959, p 2.
40. M/C. 6 September, 1939, p 5.
41. M/C. 23 September, 1939, p 5.
42. M/C. 27 September, 1939, p 6.

43. M/C. 3 October, 1939, p 6.
44. M/C. 19 October, 1939, p 5.
45. M/C. 14 September, 1940, p 9.
46. M/C. 9 December, 1939, p 5.
47. M/C. 2 February, 1940, p 3.
48. M/C. 21 May, 1940, p 4.
49. M/C. 24 May, 1940, p 7.
50. M/C. 28 May, 1940, p 7.
51. M/C. 12 June, 1940, p 5.
52. M/C. 12 November, 1940, p 4.
53. M/C. 9 October, 1940, p 4.
54. M/C. 14 March, 1941, p 4.
55. M/C. 23 April, 1941, p 4.
56. For a detailed description of the base at Maryborough during the Second World War see, *Queensland Airfields, World War Two, Fifty years On*, by Roger R. Marks, published by R. and J. Marks, 1994, pp 126-128.
57. M/C. 18 October, 1940, p 1.
58. Private notes, *Random Memories of the Launching of H.M.A.S. Maryborough*, supplied to the author by Gordon Ammenhauser, November, 1994.
59. M/C. 23 August, 1944, p 5.
60. M/C. 15 December, 1944, p 2 and M/C. 20 July, 1946, p 10.
61. M/C. 26 January, 1961, p 2.
62. M/C. 1 September, 1941, p 2.
63. M/C. 6 November, 1941, p 3.
64. M/C. 13 December, 1941, pp 6-7.
65. Private notes, Kit Mackay, November, 1994.
66. M/C. 17 December, 1941, p 3.
67. M/C. 4 March, 1942, p 5.
68. M/C. 30 March, 1942, p 2.
69. M/C. 27 August, 1942, pp 1-2.
70. M/C. 30 January, 1967, p 4 and M/C. 12 October, 1992, p 3.
71. M/C. 24 April, 1982, pp 8 and 10.
72. Q.112 quartermaster's returns dated 5 September, 1945, presently in the hands of A.P. (Nancy) Maclean.
73. *Weekend Australian*, 26 November, 1994.
74. Author interview with A.P. (Nancy) Maclean, November, 1994. See also, *History of Volunteer Aid Detachments of Queensland, 1939-1945*.
75. M/C. 18 January, 1944, p 2.
76. M/C. 20 January, 1944, p 2 and M/C. 27 May, 1944, p 7.
77. M/C. 8 April, 1944, p 4.
78. M/C. 5 April, 1945, p 5.
79. M/C. 9 May, 1945, pp 2-3.
80. M/C. *ibid.* p 3.
81. M/C. 6 July, 1945, p 4.
82. M/C. 16 August, 1945, p 2.
83. M/C. 7 December, 1945, p 2.
84. M/C. 25 May, 1946, p 5.
85. M/C. 3 July, 1947, p 3.
86. M/C. 7 June, 1949, p 1.
87. M/C. 9 February, 1950, p 1.



## Chapter Sixty-one.

### From the Fifties to the New Age.

At the beginning of the 1950s Maryborough was experiencing a period of post-war growth which would continue into the following decade. Immigration was again being given high priority - especially that of British immigrants - men and women who were needed to fill the void left by the Second World War. It was also a period of intense industrial problems and the strengthening of unions. Maryborough was not affected any more or less than other Australian regional centres, although the Burrum coalfields were intermittently stricken with industrial stoppages caused through union agitation.

The activities of women during the war, their participation in military service, in the Land Army, Red Cross, nursing, Volunteer Aid Detachments and a number of other organizations, changed forever the stereotyping of women, and, following the war, women generally were better prepared to emerge from household duties and to take part in civic and public life. One of the most important aspects of this liberalization in social thinking was the establishment of the Australian Federation of Business and Professional Women's Clubs. Following the cessation of hostilities Lily A. Cunningham, returning to Maryborough after working as a personnel officer in Melbourne, was soon afterwards contacted by the executive of the Brisbane branch of the Australian Federation of Business and Professional Women's Clubs and asked to form a branch in Maryborough. With their sponsorship the club was formed on 27th September, 1952, with thirty members representing the broad spectrum of women engaged in business and the professions.

The founding office bearers were L.A. Cunningham, president, Peg Lewis, secretary, and M. Webb as treasurer. The aims of this association were to promote the interests of business-professional women, to awaken and encourage in them a realization of their responsibilities in their own country and consequently in world affairs, the removal of sex discrimination in remuneration, the promotion of added opportunities for women in employment, the selection for office and the promotion in all positions for which women were qualified by their skill and training, and to promote friendly relations and understanding among business and professional women of all countries.

Historian Kit Mackay, a prominent member of this association, later wrote:

This was a very serious minded club. It encouraged trained women to become well informed and active at local level by sponsoring a branch of the Local Government Women's Association; supporting women candidates in Council elections; agitating for a woman on the Maryborough Hospital Board Committee; bringing an officer of the Library Board to address a meeting on the benefits to be had by establishing a successful library. L.A. Cunningham became a Branch delegate of the Federated Clerks' Union and later a Branch Councillor of that body ... Membership rose to over sixty in the late 1960s. By the 1980s many of the association's aims were accomplished, service clubs became popular and membership declined so in 1987 it was decided to close.<sup>1</sup>

In June 1950 came the first indication that another war was looming and the ordinary person on the street watched the situation in Korea with mounting apprehension. The Second World War was all too recent, so recent, in fact, that the newspapers - including the *Maryborough Chronicle*, were still reporting the on-going war crimes trials and some items such as butter and tea remained under ration. National service was again introduced with the registration of men aged eighteen years taking place in May 1951.<sup>2</sup>

Yet the early 1950s was the dawning of a new age of modernity for the people of Maryborough. Higher incomes generated through unionist action created a better standard of living than had ever before been experienced. People were enjoying the luxuries of modern living and Maryborough industries - especially Walkers - were congratulating themselves on having had a highly successful year with many orders to fill for the following twelve months.<sup>3</sup>

The early 1950s were also years during which it was widely believed that a large oil strike would be discovered in the Maryborough region and at least one oil company was prepared to make a thorough investigation. Jack Sullivan, a Maryborough blacksmith, claimed that he had known for many years where oil might be found and had attempted to have his knowledge put to the test. Sullivan later wrote:

In 1928 four Americans hired a large motor boat in Sydney and secured a captain who knew most of the islands on the Queensland coast. They searched the islands without success and then came to Maryborough. I met them, as I knew the captain. I told them about oil shale in the coastal country and about what appeared to be oil coming out of the mud at low tide about four miles

further down the coast from the oil shale. At their request I took them to those places. They followed a line through the coastal wallum country and they tried a few places with the instruments they had. At one spot the instrument worked well. I had a try at holding it and it pulled away from me, I could not hold it at all.<sup>4</sup>

Sullivan recalled that the site showed positive signs of oil and that the US investigators left for Sydney to obtain equipment so that a shaft could be sunk. In 1931 he received a letter from the head of the company claiming that they were not allowed to bore on the place they had selected. Sullivan continued:

In 1938 I told Mr H.G. Watson, then a dentist of Maryborough, about it. He asked me to show him the spot if he brought an expert from Brisbane. He brought an oil and gold expert and I took them to the spot which the Yanks had marked. The expert divined at the spot and the divining iron showed something in the earth similar to what the Yanks said they had discovered. I tried again to hold the iron, but I could not do so. Whether it is oil or not I do not know, and I won't believe that it is until it is proved.

Mr Watson was taken up with it. He told me that he wrote to the Federal Government to try to hire a boring plant to test it. He also told me that he could not get a permit to go on the site. Mr Watson told me that he took some others to find the spot but he could not trace it. I took him out a second time and showed him where it was. This place is only eight miles from Maryborough.<sup>5</sup>

In January 1954 two oil experts arrived at Maryborough with the intention of prospecting for oil. These were Gene Goff, president of the Lucky Strike Drilling Company and Robert Kamon, a representative of the Kamon Exploration Company.<sup>6</sup> The exploration started with a magnetometer survey - the first ever carried out in the district. The survey covered initial areas in the vicinity of Cherwell Creek, at Isis Junction and at Point Vernon which, according to Robert Kamon, were three areas which previous geological surveys had indicated as being oil bearing.<sup>7</sup>

The Oil Drilling and Exploration Company, in partnership with the Lucky Strike Company, 'spudded in' their first bore at Cherwell, some thirty miles north of Maryborough on 6 November, 1954. The press reporting:

More than one hundred Americans, Australians and New Zealanders crowded on to a drilling platform at the base of an impressive 150ft steel latticework tower here today to watch the Lands Minister, Mr Foley, perform a history making ceremony on behalf of Oil Drilling and Exploration Ltd. ... The climax to the ceremony was reached when, wearing the oilman's traditional mushroom-like hard hat, the Minister set in motion machinery which sent the giant drill twisting and whining down into the earth at 150 revolutions per minute. Sustained applause crowned the act.<sup>8</sup>

By February 1955 the drill had been sunk more than 8500 feet through layers of asphalt, lime and sandstone. However, there was still no sign of oil.<sup>9</sup> The drilling continued until a depth of 9770 feet had been reached. With no sign of oil the partners decided to cut their losses and move the drilling rig to a second site near the Susan River. This site too looked very promising, however, the drill was sunk to a depth of 8069 feet through shale and sand without any sign of oil. At that time the drill site was abandoned. The drilling rig was removed to Maryborough for repairs and maintenance before being moved to any further sites.<sup>10</sup>

Nothing more became of this project and it seemed that oil exploration in the region would go no further. In March 1960, five years later, the Maryborough and District Development League made representations to the government to ensure that members of a French scientific investigation party, then searching for oil in Australia, were aware of the possible oil deposits in Wide Bay. The league claimed that the Wide Bay anticline was probably the best known region in the state and that the prospects for oil somewhere within the anticline were excellent.<sup>11</sup> Surveys continued with little or no publicity and Austral Geo, the drilling company working under contract for the Lucky Strike Company, remained silent over the issue. In May 1961 the press reported that another bore would soon be drilled near Maryborough below Walker's Pocket.<sup>12</sup> Yet disappointment followed upon disappointment. Even so these set-backs did not preclude further exploration. In December 1962 the Queensland manager of Shell Oil Company, Mr H. Munroe, announced that his company and its partners, Pacific American Oil, were spending a quarter of a million pounds on oil exploration in the Maryborough basin. The work would include surveys on Fraser Island.<sup>13</sup>

By April the following year Fraser Island had been thoroughly investigated, the survey team had blasted and drilled from Ocean Beach to near Yidney Creek without any positive results. The work was also hampered by heavy rain and strong winds.<sup>14</sup> These efforts proved unsuccessful and in July the surveyors, Petty Geophysical, who were under contract to Shell, abandoned the operation and removed their equipment to the mainland.<sup>15</sup>

Oil exploration stagnated for several years and it seemed that interest had entirely disappeared until a company named Target Petroleum announced that they would be carrying out further exploration work for both oil and coal in the Maryborough region.<sup>16</sup>

Despite these attempts to have further oil explorations commence in the Wide Bay, no further action was taken and, of course, no oil in commercial quantities has been found.

## **New Gold**

In December 1960 there was another gold strike in the region, this one at Brooweena. The gold was discovered on the property of Mr J. Scougall and was followed by a considerable amount of prospecting. Isolated samples of the gold were claimed to have been assayed as high as sixteen ounces to the ton. The first shipment of twenty-five tons of ore was railed to Gympie for crushing on 5 December, 1960, however, as the battery at Gympie had not been used for a number of years it was expected that no positive results of the crush would be known for at least a week. There were several applications for gold mining leases lodged with the mining warden at Biggenden.<sup>17</sup>

In reality, the gold strike was far less rich than had been anticipated. By 29 December the ore had been treated at the crushing plant and had yielded a meagre half ounce to the ton. R. McDowell, one of the syndicate members involved in developing the lease, remained outwardly hopeful and stated to the press that the results were, 'fair'.<sup>18</sup>

## **The S.G.I.O. Building.**

In September 1962 news was released that a modern construction which was to be known as the S.G.I.O. building would be erected in Kent Street. Architects for the building were Cook and Kerrison of Brisbane.<sup>19</sup> The ground floor was to be occupied by the State Government Insurance Office and the upper floors by tenants, among them would be the studios of A.B.C. Radio, 4QB. This building would later be renovated and become the administration centre for the Maryborough City Council. The building, costing £215,000, was officially opened by the treasurer of Queensland Mr T.A. Hiley in June 1964. It was named Demaine House in honour of Jack Demaine who had started work with the Maryborough branch of the S.G.I.O. in February 1918. After many years and several transfers he became general manager of the insurance company in March 1963.<sup>20</sup>

## **Continued Progression.**

The twenty years from 1950 to 1970 were extraordinarily progressive ones for Australia generally, and Maryborough shared in that national growth. Business flourished and unemployment was low. There were, of course, major obstacles to be overcome and problems to be faced. One of these was the Vietnam War.

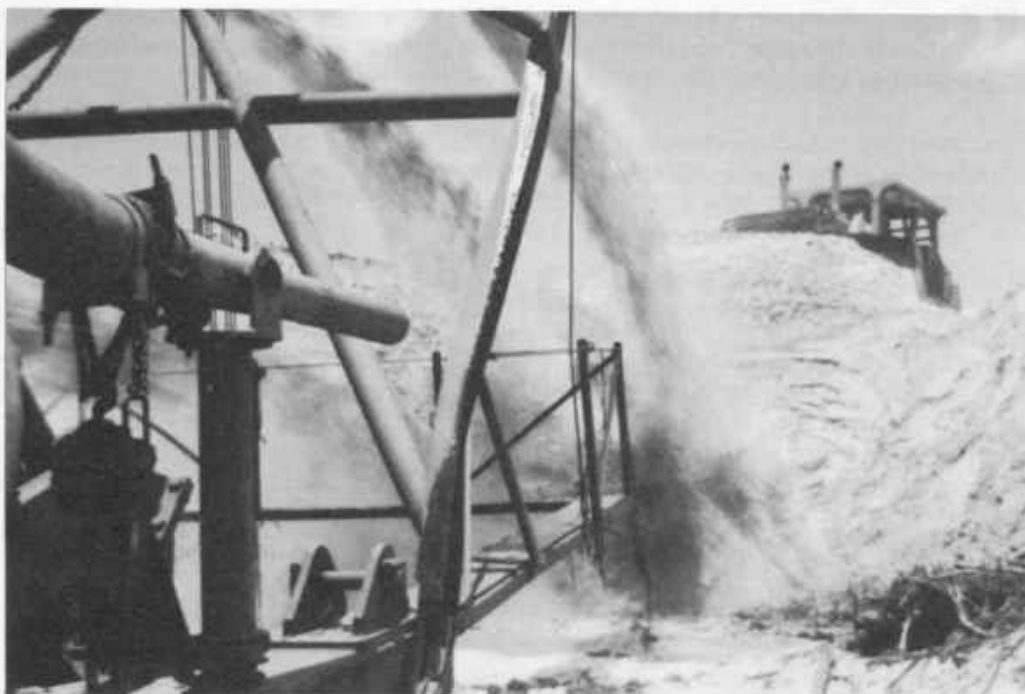
As hostilities in Vietnam increased through the early 1960s, so it seemed increasingly obvious that in some way Australia would be drawn into the conflict. National service for men twenty years of age began on Friday 15 January, 1965. From the many thousands of men who were eligible to register, only about four thousand five hundred would be selected by ballot to fill the first national service intake in July that year.<sup>21</sup> The war affected most Australians in some way and the people of Maryborough were certainly not isolated. Many Maryborough men fought during the war, although it seems that none were killed.

## **Sand Mining.**

Another issue of the 1950s, 60s and 70s was that of mining mineral sands on Fraser Island. After the Second World War most countries were attempting to tackle the problems of increasing demand for basic minerals so urgently needed to keep up with expanding economies and burgeoning industrial development. Zircon, rutile and other valuable minerals were all known to be present in the sands of Queensland's coast. The first glimmer of interest in the properties of Fraser Island sands came in 1948 with the release of a government geological report which claimed that the sands were very rich in rutile. The first leases were pegged by Tamco, a southern based company which took up dredging leases on the northern and southern tips of the island in 1953.<sup>22</sup>

By 1955 there were several syndicates formed to exploit the mineral sands of Fraser Island, these included a syndicate headed by Thomas Theodore Wolfe who held four dredging leases on the island. A.J.H. Wight, H.A.





*Dillinghams' mine site, Fraser Island, 1976. Arthur Ferguson's collection.*



*Sand mining jetty on Fraser Island. Nick Schultz collection.*

Wight, W.A. Wight, H.A.C. Fox and R.J. Wilson held several other leases. Experimental work had been completed and it was then envisaged that sand mining would soon commence.<sup>23</sup>

The Australian company of Murphyores Incorporated Pty. Ltd. held four leases on the island in 1966, and this company later entered into partnership with Dillingham Corporation which was based in Hawaii. In 1971 Queensland Titanium Mines commenced mining operations on the island.

Over the following years the issue became highly controversial and emotive as the various factions fought for their rights - mining corporations versus environmental lobby groups and individuals - culminating finally in the closure of all mining leases in 1976 following the report of the Fraser Island Environmental Enquiry and the banning of mineral export licences by the new Liberal government under Prime Minister Malcolm Fraser.

The cessation of sand mining on Fraser Island created a widespread social impact in Maryborough, men who had worked the leases for many years were suddenly without employment, some languished on social security, unable to find employment, while others moved to centres where suitable work was available. Money which formed a portion of the compensation package was used in part to construct the Mary River barrage system. The battle of the sand mining leases was primarily carried out by F.I.D.O., the Fraser Island Defenders' Organization, under the presidency of John Sinclair. Formed in January 1971, F.I.D.O. and the Australian Conservation Foundation were successful in bringing enormous pressure on local, state and federal governments over the issue. During the acrimonious campaigns to have the mining stopped, John Sinclair bore the brunt of a campaign of vilification aimed at him by the state government under the premiership of National Party leader Johannes Bjelke Petersen. Despite this pressure Sinclair never gave up the fight to have the mining stopped. Sinclair also became a member of the Wildlife Preservation Society of Queensland which he joined in 1967. That year a group of local people formed the Maryborough branch of the society. The society replaced an earlier field naturalists' club. In recent years the Maryborough City Council has sought the opinion of the society in matters of environmental concern. One of the most well known members of the society was Fay Smith. For many years Fay and her husband, Ted Smith, cared for sick animals, finally releasing them back to the wild. Fay Smith died in 1993.<sup>24</sup>

## Hail Storm.

At approximately 5.15 p.m. on Saturday 17 December, 1966, the city experienced what may well have been the worst hail storm in its history. The storm came from the Tinana direction, pounding the city with hail which was variously described as being as large as cricket balls or pineapples. The following Monday the press reported:

Damage estimated conservatively at \$100,000 was caused in a hailstorm, said to be one of the worst in Maryborough's history, which broke over the city about 5.15 p.m. on Saturday.

Hailstones bigger than cricket balls, jagged, and travelling at high velocity, smashed tile and fibrolite roofs, and holed and dented those made of iron. Glass louvres and window panes were powdered in private homes and public buildings; water poured on furniture, carpets and other household fittings, and damage was caused to stock in businesses in all the city's main streets. The worst damage apparently was caused at the Maryborough General Hospital and Wairoonga, the aged persons' home (roof and glass replacement estimate \$15000 to \$20000) and the Maryborough railway yards and buildings (estimate \$6000 to \$10000 for replacement of roofing and glass, and damage to carriages).

Schools all were reported to have broken windows and some roof damage, but Fair Haven Aged Christians' Home, at Baddow, and the Granville Hotel, reported two small windows broken high up in the building in the first instance, and no damage at all in the second.

Among the schools, the greatest damage was reported to have been to the roof and windows of the Maryborough West School. The slate roof of St. Mary's Catholic Church received considerable damage; tiles were broken on the roof of St. Paul's Memorial Hall, and at the Walker Street Methodist Church, stained glass windows were smashed.<sup>25</sup>

The hail also did considerable damage at Tiaro where the hailstones were described as being the size of duck eggs.<sup>26</sup> Winds gusted up to fifty miles per hour although, surprisingly, there were no reports of crop damage in the Tiaro region. Telephone and power lines were cut and many homes in Maryborough were left without electricity. As the storm moved out to sea it eased in its intensity and destructiveness. As it passed over Fraser Island only a few points of rain were reported. Tarpaulins were in short supply and the Railways Department responded to an urgent request by supplying one hundred of them. A further five hundred tarpaulins were immediately sent by the Queensland Premier's Department.<sup>27</sup> Cars in the streets were extensively damaged, a melon and tomato crop at Tinana, valued at \$2500, was completely destroyed.<sup>28</sup>

Due to the unprecedented amount of damage caused by the storm the council relaxed its by-law relating to the private employment of men in its service and allowed council workers - particularly plumbers - to assist with urgent repairs. Hardware stores throughout the city opened for business the next day, Sunday, so that tradespeople could obtain the necessary materials, especially roofing.<sup>29</sup> Much of the ruined roofing was finally deposited at the rear of businessman Richard (Dick) Elmer's property where it was used as 'fill'.<sup>30</sup> Just over a month after the hail storm, cyclone Dinah lashed Maryborough with gale force winds and partially unroofed the Lady Musgrave hospital. Maryborough was completely isolated, power lines were down, the airport was closed and most roads in the district were impassable.<sup>31</sup>

## John (Jock) Anderson.

One of Maryborough's leading community figures of the 60s, 70s and 80s was John (Jock) Anderson. Jock Anderson was born on 21 May, 1920 at Paisley, the famous thread manufacturing centre near Glasgow. His father was James Morris Anderson, a butcher and ham curer, his mother was Agnes McKay McMillan. James Anderson ran his own business in Paisley, he had served in the First World War during which time he was badly wounded and gassed - injuries which later caused the onset of cancer - and he died in 1939. Jock Anderson's mother died in Paisley in 1982.

Jock Anderson was educated at Williamsburgh School and later at Camphill School, the name of the school being derived from the legend that Roman soldiers had once camped on the site. Leaving school at the age of fourteen years, Jock Anderson worked for a while as a message boy with a licensed grocer, delivering groceries and liquor on a push-bike. At the age of fifteen years he went to work as a junior store-man for a wholesale confectioner, and in 1936 he began his apprenticeship as a marine engine fitter with Thomas Reid and Sons in Paisley. This company manufactured accessories such as capstans and steering gear for shipping. On 21 April, 1938, at the age of seventeen years and eleven months, Mr Anderson joined the Auxiliary Airforce as a second class aircraftsman aero-engine fitter, attending parades at nights and on weekends. In August the following year Mr Anderson was called into service with the Royal Airforce, joining 602 City of Glasgow Squadron as an engine fitter. During the Battle of Britain he was based at Westhampnett near Bognor where he was employed on servicing Spitfires.

In 1941 Jock Anderson applied for permission to undertake the pilot's course, this was approved by mid year and he was sent to Canada for training. He remained in Canada for two years during which time he obtained his wings and was promoted to sergeant pilot. Returned to England he was sent firstly to Harrowgate, a holding area for aircrew, and later posted to Burton-on-Trent for a twin-engine conversion course. Upon completion of the course he was posted to Leicester East aerodrome, an operational training unit flying the famous Dakota D.C. 3 aircraft. Transferred to 575 Squadron, Transport Command at Broadwell, Oxfordshire, he remained with that squadron until 1944. After D-Day he was employed flying supplies into France and bringing out the wounded. He was also involved in the now legendary attack on Arnheim, towing gliders filled with troops to a pre-designated drop zone. In 1944 Mr Anderson was promoted to flight sergeant and later that year was posted to Australia, travelling aboard the *Athlone Castle* and arriving at Sydney during Christmas 1944. Posted to Camden, New South Wales, he was employed in flying supplies into New Guinea and to many other regions in the Pacific, including the Admiralty Islands, the Caroline Islands, the Philippines, China and Hong Kong. Mr Anderson married Coral Jean Miller at Uralla, near Armidale on 12 September, 1945. After the war he returned with his wife to England and was demobbed in June 1946. Upon his return to civilian life Mr Anderson again took up his trade as a marine engine fitter with Thomas Reid and Sons in Paisley. On 23 January, 1947, Mrs Anderson gave birth to their daughter, Gweneth Clare. Mr Anderson and his family applied for assisted passage to Australia in 1948, this was granted under Australian immigration schemes then in force and in May that year they returned to Australia aboard the *Empire Brent*, landing again at Sydney. They lived at Uralla where Mr Anderson found employment at a garage, and in September 1949 - seeking a warmer climate and better working opportunities - he transferred his family to Maryborough. Mr Anderson was offered a position with Walkers as a fitter working on steam locomotives, the family lived in Granville. On 24 June, 1950, their son, Robert Nelson Anderson, was born. Mr Anderson continued with Walkers for three years, leaving that firm around 1952 to work for the Maryborough City Council. In 1955 he joined the Maryborough Sugar Factory as a fitter, during this period he gained his first engineer's certificate. In 1967 Mr Anderson commenced work as office manager for Strong and Matthews, public accountants. He remained with this firm until 1973 when he returned to Walkers as a safety co-ordinator. He remained with Walkers until his retirement, aged sixty-two years, in December 1982.

During his life at Maryborough Mr Anderson has been deeply involved in public and community affairs. In 1964 he stood for council and was elected as an alderman. Re-elected in 1967 he was then the only A.L.P. member on the council. In 1970 he was asked to stand for mayor and was elected. He remained mayor of Maryborough for eighteen years when, due to ill-health, he retired undefeated in 1988. Mr Anderson's accomplishments in public life are varied. He was largely responsible for the establishment of the city's municipal library. Before the library was established on 14 May, 1977, the only library in the city was that held at the School of Arts. Mr Anderson received a considerable amount of aldermanic opposition to the establishment of a municipal library, especially to the provision of supplying the service free of charge, but the council, under considerable pressure from Alderman Anderson, finally gave it their unanimous support. Alderman Anderson was also primarily responsible for the installation of the sewerage system in Granville. In 1964 Mr Anderson underwent an appendectomy at St Stephen's hospital and the council's Water and Sewerage Committee met at his bedside in order for Mr Anderson to move that a sewerage system be installed in Granville. The committee agreed and for the following three years the design work was carried on and avenues of funding investigated. In April 1967 a new council was elected which overturned the previous decision to construct the system.



Immensely disappointed with this decision, Alderman Anderson waited until he was elected mayor in 1970, and then forged through with his plans. The sewerage system was installed at a reduced rate by implementing plans to expand the existing plant at Aubinville, rather than building a second plant at Granville.

Alderman Anderson was also the driving force behind the establishment of the new show-ground. During the late 1970s the Maryborough City Council approached the Lands Department with the proposal to establish a new show-ground, the old show-ground having become too small to hold large scale events. Meetings between the Maryborough, Woocoo, Tiaro and Burrum councils were held at the Wide Bay Club, a positive response was received and design plans were drawn up. However, finding that financial cooperation from the other councils was not eventually forthcoming, the Maryborough City Council decided to press on with the project. Some funding came from the compensation package following the cessation of sand mining on Fraser Island, but most of the \$2 million cost was borne by the Maryborough City Council. Designed in consultation with many clubs and sporting organizations, the show-ground was opened on 23 May, 1980, and has been acclaimed as one of the best such show-grounds in the southern hemisphere. Jock Anderson was awarded the M.B.E. in June 1982, he still lives in Granville.<sup>32</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Sixty-one.

1. Private notes, Kit Mackay, November 1994.
2. M/C. 5 May, 1951, p 2.
3. M/C. 15 September, 1950, p 4.
4. M/C. 9 May, 1953, p 2.
5. M/C. *ibid*.
6. M/C. 16 January, 1954, p 1.
7. M/C. 30 January, 1954, p 1.
8. M/C. 8 November, 1954, p 2.
9. M/C. 4 February, 1955, p 3.
10. M/C. 10 August, 1955, p 1.
11. M/C. 24 March, 1960, p 1.
12. M/C. 3 May, 1961, p 1.
13. M/C. 12 December, 1962, p 3.
14. M/C. 3 April, 1963, p 9.
15. M/C. 2 July, 1963, p 1.
16. M/C. 31 January, 1970, p 1.
17. M/C. 5 December, 1960, p 1.
18. M/C. 29 December, 1960, p 1.
19. M/C. 7 September, 1962, p 1.
20. M/C. 25 June, 1964, p 3 and M/C. 27 June, 1964, p 1.
21. M/C. 14 January, 1965, p 1.
22. M/C. 23 March, 1957, p 1.
23. M/C. 13 January, 1955, p 7.
24. Private papers, Kit Mackay, November, 1994.
25. M/C. 19 December, 1966, p 1.
26. M/C. *ibid*.
27. M/C. 20 December, 1966, p 2.
28. M/C. *ibid*.
29. M/C. *ibid*.
30. M/C. 12 January, 1967, p 3.
31. M/C. 30 January, 1967, p 1.
32. Author interview with John (Jock) Anderson, held at the Maryborough City Council offices, Tuesday 28 February, 1995.

## Chapter Sixty-two.

### The Media

#### The Maryborough Chronicle.



Charles Hardie Buzacott, first owner of the *Maryborough Chronicle*.  
Source - John Oxley Library print number 6476.

Since it was first published in November, 1860, the *Maryborough Chronicle* has played an important role in the history of the city and its surrounding region. Editorial styles have changed dramatically over the years, journalists, editors and owners have used the newspaper for a variety of purposes, as a means of communication, as a medium for social comment and often as a political platform. Its columns contain almost the complete history of Maryborough, and it is interesting to note how editorial policies and the styles of the writers changed and moulded themselves to the different social and political conditions.

The *Maryborough Chronicle* was established by Charles Hardie Buzacott, who also wrote under the *nom de plume* of Charles Verney. Following the great rush to Queensland during the late 1850s and early 1860s, it soon became evident in many early centres that newspapers were urgently required. They formed the nucleus of binding communities together, were the platforms for public comment and provided a badly needed medium for advertising. Newspapers such as the *Maryborough Chronicle* were the only medium by which the early residents of those towns could learn of political and social affairs in Great Britain - affairs which were often of more interest to expatriate Britishers than local news.

The earliest newspaper in the Maryborough district was the *Wide Bay and Burnett Times*, first published by Thomas White on 6 March, 1860. It was also known as the *Maryborough, Gayndah and Northern Ports General Advertiser*. On 27 August, 1860 Arthur Cubbitt was appointed its agent in Sydney, his responsibility was to obtain subscriptions and to sell advertising. However, the fledgling newspaper lacked policy and style and failed to deliver the important social comment required by the people of Maryborough. The editor too was clearly biased over many issues, he would only publish contributed letters which served his own purposes, which agreed with his own political affiliations and forwarded his own aims. Business-people of Maryborough were divided in their support, and for a while the newspaper only just managed to survive financially.

Yet the man who was to form an everlasting impression on the journalistic history of Maryborough was Charles Hardie Buzacott. Buzacott was born at Torrington, Devon, England on 3 August, 1835, the son of James and Ann Buzacott (nee Hitchcock). He was educated at Torrington and arrived in Sydney on 25 December, 1852. In 1857 he married Louisa Whiteford.<sup>1</sup>

In 1860 Charles Buzacott was in Braidwood when he was contacted by a group of Maryborough businessmen with a promise of twelve months' initial support if he would begin a newspaper named the *Maryborough Chronicle*. Buzacott was then working for a small country newspaper which seemed to have little future, and seeing the advantages of such a venture in Maryborough, he immediately accepted the offer and travelled to Sydney to obtain the printing plant. He was fortunate in this respect, his brother operated a printing business in George Street and had extra plant and a quantity of spare type.

On 3 October, 1860, Buzacott, with his family, left Sydney for Maryborough aboard the steamer *Waratah*, with Captain F.C. Knight in command. The passage was made in four days, arriving at the Maryborough wharf the following Saturday. It had been an uneventful passage, but shortly after the steamer had crossed the Wide Bay Bar a large group of aboriginal men swam out to the ship and swarmed up the sides to the deck. The women on board, - and some of the men - most of whom had never before seen a completely naked aboriginal, were extremely startled by this event, however, members of the ship's crew quickly told them that the aboriginal men were to be taken up-river to Maryborough where they would be employed to unload the ship. Afterwards they were to be brought back and dropped overboard at Inskip Point.

With the arrival of Buzacott and his printing machinery, the *Wide Bay and Burnett Times* almost immediately ceased publication, Thomas White realizing that his own efforts to establish a newspaper were rapidly failing, and that, with a population of just five hundred people then in Maryborough, two newspapers could never hope to survive.

As we have seen, Maryborough at that time was hardly more than a rustic village with dusty streets and ramshackle housing scattered almost negligently along the banks of the river. There were five major store-keeping firms then in operation, Henry Palmer's, Melville and Travis, Dowser and Purser, William Southerden's, and Naughton and Brown's. The largest of these was indisputably Melville and Travis. Robert Travis was described as being an exceedingly unpretentious and pleasantly spoken man who employed a number of aborigines at his store. He was frequently seen driving one of his own drays from the shop to the wharf, later returning with loads of merchandise. The arrival of the steamer every second Saturday was a cause of celebration, the ship brought passengers, merchandise, the longed-for mail, news, and did much to promote a half-day holiday on the day of its arrival.

There were several steamers servicing the Brisbane-to-Maryborough run, principal among them was the *Queensland* which left Brisbane each Tuesday for Maryborough Gladstone and Rockhampton, returning to Brisbane the following Friday, firing a cannon when she came abreast of Bulimba. This schedule naturally depended upon the tides and weather, and journalists from the *Maryborough Chronicle* would be waiting anxiously at the wharf for the arrival of the ships. Another steamer was the *Lady Bowen*, both vessels were paddle steamers. One man who clearly remembered these ships was Joseph J. Kelly who later wrote:

Competition between the Australian Steam Navigation Company and the then newly formed Queensland Steam Navigation Company became so keen that fares were reduced beyond reason. The fare, to or from Sydney, saloon, was £1, and the steerage fare 10/-.

After a time the Australian Steamship Company included a bottle of beer or a bottle of stout with the steerage midday meal ... The Australian Steamship Company purchased the fleet of the Queensland Steamship Navigation Company and the *Lady Bowen* and *Lady Young* ran a fortnightly service to Rockhampton. The former became very popular, her captain, Captain William Cotter, being a great favourite with the travelling public ... After years of trading the *Lady Bowen* was converted into a three-masted schooner.

It was the services of these steamers that the *Maryborough Chronicle* largely depended upon as a source of outside news.

Charles Buzacott's arrival at Maryborough to start the *Chronicle* coincided with a controversy which had enmeshed Police Magistrate and Lands Commissioner Arthur E. Halloran. Halloran was under investigation for having abused his position to obtain land at favourable prices. Maryborough's principal citizens at the time were its store-keepers, hotel owners and other businessmen. Some of these had sided with Halloran, including the firm of Naughton and Brown and also George 'Cocky' Howard, others were bitterly opposed to him. The Halloran issue was Maryborough's first *cause célèbre*, and was to generate Buzacott's foremost and major problem with the initial issues of his newspaper.

Firstly, however, Buzacott had to find a writer, a person who could editorialize on the social and political scene, someone who was intelligent, articulate and who knew the region well. He decided eventually upon the Baptist minister, Reverend J.T. Hinton, the younger son of a London M.P. Prior to taking to the church Hinton



had been a newspaper compositor and seemed perfect for the work. Buzacott asked Hinton if he would write the lead article for each week's edition and Hinton agreed. However, before the second issue could be released Hinton became ill and was ordered by his church to go to Brisbane for two months' rest and recuperation. As Buzacott had no local knowledge and felt inadequate to the task of writing the leader himself, he asked John Purser, of the firm of Dowser and Purser, to undertake the work. As the *Chronicle* later recorded: 'Happily, Mr John Purser, who welded a facile pen, gave valuable help in the emergency and Verney (Buzacott) had reason to be grateful for his contributions in the form of interesting paragraphs of news and comment.'<sup>2</sup>

The first publication was printed in Buzacott's residence at 163 Lennox Street. The newspaper later claimed: 'The first number of the *Chronicle* was brought out in the kitchen of the residence occupied by Mr Buzacott, the proprietor, so that it could hardly have had a more humble and less auspicious beginning. The building was a slab humpy in Lennox Street facing the present residence of the Railway Station master.'<sup>3</sup>

Buzacott himself stated:

Two rather tumble-down cottages, each of two rooms and a skillion, built of slabs and shingles situated in Lennox Street ... were put under offer at five shillings a week each. One was utilised as the office, the other as a dwelling house. Both were floored and well 'ventilated' ... between slabs and shingles. The office building was so low in the roof that when a compositor stood ... his head was within twelve inches of the shingles. The season was a wet one and there were thunderstorms almost every night in November. Blowflies by day and mosquitoes at night made life excitable, and the music from the immense army of frogs banished dullness ... the dwelling house was something more lofty, but let in the rain, especially in the bedroom in a manner that forbade sleep on wet nights.<sup>4</sup>

The first piece of printing machinery was an Albion press, a primitive item of equipment which differed little from the type of press used by William Caxton during the fifteenth century. To operate this machinery a man and two boys (known as printer's devils) were required, and the process was painfully slow - the press capable of printing only two pages at a time.<sup>5</sup>

In March 1861 the newspaper was moved to somewhat larger premises, a building little more than a hut in Adelaide Street near the site of the Roman Catholic Church. In May 1862 the operation was moved again to Kent Street, opposite the Royal Hotel, or the Bush Inn as it was then known.

Possibly the leading supporter of the newspaper at that time was the business of Dowser and Purser, and so John Purser, as the newspaper's feature writer, had to be extremely careful to ensure that his comments were unbiased, truthful and fair.

When his period of convalescence in Brisbane was over, Hinton returned to Maryborough and took Purser's place. For the following two years, until his return to England, he continued writing leading articles for the publication.

Yet during the early days of the newspaper's existence the controversy over the Halloran issue was a cause of raging comment, dissent, anger and bitterness. Into this maelstrom of bitterness stumbled Buzacott with his new newspaper - the only avenue the people of Maryborough had of airing the issue and demanding action. The town was divided over the controversy and Buzacott seemed at a loss to know how to grapple with the affair. The *Chronicle* later quoted the comments of the majority of the community's powerful businessmen who claimed: 'We are glad you have come here and we are anxious to support you, but can do so only on one condition. Your predecessor (Thomas White) was unfair in suppressing our letters. We ask you to deal with perfect impartiality between the parties. That is, you will publish all letters sent in by either side.'<sup>6</sup>

Buzacott, somewhat naively, agreed to the ultimatum, knowing that he needed the financial support of these important people. He added his own codicil to the arrangement, however, stating that he would not publish anything libellous. Somewhat cynically the business-people assured him that: 'We will guarantee to hold you harmless of law costs.'<sup>7</sup>

Buzacott had little choice in the matter. He clearly saw that if he refused to publish the letters his business would not last a month. Soon the newspaper columns were filled with the outpourings of letter writers, either condemning Halloran or praising him. Halloran was at first bemused over the quantity and depth of feeling being expounded within the pages of the publication. However, he soon became angry concerning some of the comments raised, and shortly afterwards a group of his friends visited Buzacott and warned him that the publication of any other letters would result in the editor being publicly whipped. Buzacott calmly informed them that they and Halloran were free to use the pages of the newspaper for their replies to the insinuations and accusations, and several letters certainly appeared in defence of the police magistrate. These letters were

followed by a statement that the Halloran party would send no further letters and a warning that Buzacott should stop publishing letters from any source over the issue or he would suffer dire consequences. Buzacott hoped that this would be the end of the issue, however, the Halloran opponents were not prepared to let the matter rest, and, '...supplied two or three peppery letters each week.'<sup>8</sup>

The issue became so controversial that a public enquiry into the affair was almost inevitable. The enquiry was held in December 1860 at the Maryborough court-house and lasted a week. Halloran was not exonerated of the charges laid against him, but neither was he convicted of them. The two commissioners heading the enquiry merely recommended that he be removed to a quieter place, and he was soon afterwards transferred to Warwick.

The impressive and expensive house Halloran was having constructed at Warwick was suddenly burnt down in 1864, even before the house had been completed.<sup>9</sup> Halloran later became the sheriff of Queensland.<sup>10</sup>

The Halloran issue had been a long and difficult struggle with Buzacott and his newspaper at the centre of the controversy. The bitter lines of demarcation remained long after Halloran had left the town, and Buzacott knew that those businessmen who had supported the magistrate would never now support the newspaper. Despite this the publication struggled along with the advertising revenues it could raise from sympathetic businesses. Buzacott was largely responsible for its success, he worked very long hours, writing, editing, selling advertising and finally seeing the paper 'put to bed' ready for printing in the early hours of the mornings. Yet the memories of the Halloran issue were never dimmed and Buzacott realized that he should not have published the letters at all. He believed finally that it would be sensible for him to move on, and he sold the newspaper in April 1863 - reportedly for a good profit - to William Swain Roberts and Joseph Robinson.<sup>11</sup>

Charles Buzacott then moved north and in 1864 he opened the *Peak Downs Telegram*. He later purchased the *Rockhampton Bulletin* and in 1878 was the lead writer for the *Brisbane Courier* and a shareholder in Queensland Newspapers Co. He was managing director of the *Northern Argus* from 1883 to 1895, and later the *Evening News*. He entered parliament as the member for Rockhampton in November 1873. This term was short lived, he resigned at the end of the session but stood for parliament once again in 1875. He was elected and in 1879 was appointed postmaster-general with a seat in the Upper House.

In 1894 he became insolvent after being unable to meet his financial requirements to the Brisbane Newspaper Company owing to speculations he had made at Mount Morgan. The press reported: 'Following upon the resignation of Mr C.H. Buzacott, managing director of the Brisbane Newspaper Company, he today filed a petition in liquidation. His total liabilities are £21,080 and the principal creditors are the Brisbane Newspaper Company Limited, £14,100, John Ferguson £7760.'<sup>12</sup>

In 1903 he floated the *Daily Mail* and was its editor and managing director. He was chairman of the Brisbane Tramways Company and a director of the Financial Guarantee and Assurance Company of Queensland.<sup>13</sup>

Buzacott died, aged eighty-two years, at Stanthorpe on 19 July, 1918, and was buried in the Stanthorpe cemetery the following day.<sup>14</sup> The grave in which Buzacott is buried also contains the remains of two of his daughters and his wife Louisa.<sup>15</sup> Louisa survived Buzacott by only fifty days, dying on 6 September, 1918. Their youngest daughter, Emily Whiteford, died at Stanthorpe in April 1912 aged 51 years, but their first daughter, Annie Buzacott, lived to the age of eighty-five and died on 27 August, 1949. The inscription on their graves is incorrect, claiming that both Charles and his wife died in 1919, although Stanthorpe cemetery records and their death certificates which are housed at the Stanthorpe court-house give their correct dates of death.



The broken gravestone of Charles Hardie Buzacott in the Stanthorpe cemetery. Note the incorrect inscriptions for both Charles and his wife Louisa. Source - Author's collection.

The men to whom Buzacott sold the *Maryborough Chronicle* in 1863 were possibly the most determined figures in the history of the paper. Joseph Robinson was already well versed in the newspaper's production technique. Born in Liverpool in 1840, he was educated and gained his business experience in Manchester. He was trained as a printer and compositor and in 1861 he emigrated to Queensland landing at Brisbane. He almost immediately travelled to Maryborough where he joined the small staff of the *Chronicle*, later becoming foreman. The following year he joined with Roberts to buy the publication.<sup>16</sup>

William Swain Roberts was a Baptist clergyman who relinquished the pulpit for the pen when he purchased his share in the newspaper. He became known as the champion of rights and progress.<sup>17</sup>

The first issues of the newspapers had been only a modest affair and sold for sixpence a copy, a not inconsiderable sum when one considers that more than forty years later the price had been reduced to one penny. In June 1861 the paper was increased in size to four pages and continued as a weekly until May 1863 when a supplement sheet was issued every Monday. This was done so that readers could get the latest news from the Brisbane mail steamer which arrived every Sunday morning. There was, of course, no telegraphic service between Brisbane and Maryborough at that time.<sup>18</sup>

Because of this lack of a telegraphic service the movements of the steamers were often not known, '...until they came around the bend in the river.' Most external news of any importance arrived with the steamers, and even the passenger lists were profoundly newsworthy. On 28 March, 1861, the *Chronicle* complained that it was unable to print the passengers' names for the steamer *Clarence* as the steward aboard had told the reporter that he could not be bothered supplying the list. The *Chronicle* somewhat heatedly reported, '...we have a rod in the pickle for this insolent steward, but will allow him a week to repent.'<sup>19</sup>

Business for the publication was good, there was no competition and the unbiased reporting and strong moral flavour of its articles appealed to the general public. In September 1864 it started to appear twice a week, a very clear indication of its continuing support from the local business community. In 1867 the Roberts/Robinson partnership dissolved, Robinson taking over the job-printing side of the business. Robinson remained in the printing business until 1883 when he sold out and took the position of secretary to the Gas Company. He was still working for the Gas Company when he died, at the age of seventy-eight years, in June 1917.<sup>20</sup>

By 1868 the *Maryborough Chronicle* was appearing three times a week. The business was moved again in December 1875 to larger premises - Helsham's Building in Kent Street. In June 1879 John Woodyatt entered into partnership with Roberts and soon afterwards the ancient Albion press was replaced with a Wharfedale cylinder printing machine which, like the Albion, was capable of printing only two pages at a time but was much faster. A gas engine was installed at the same time, replacing the printer's devils, and in May 1882 it became a daily publication.<sup>21</sup>



*Maryborough Chronicle* in Helsham's building. Source - *Maryborough Chronicle* archive.



One of the staff working on the newspaper at that time was William McWatters who had joined the firm directly after leaving school at the age of twelve years. In 1878 he was working as a printer's devil and he was still with the newspaper in 1928 when he celebrated his fiftieth year with the company, he was then working as the senior foreman but he also wrote a popular column on horse racing under the *nom de plume* of Wilari.<sup>22</sup> McWatters' career with the newspaper was an interesting one. Born at Dundathu, he had originally found work with the publication when the editor, W.S. Roberts, had mentioned casually to McWatters' father that he was looking for a boy to carry out general duties. William was taken to the *Chronicle* office and immediately hired. He worked initially on a variety of tasks, including helping the printer, W. Bushnell, to remove the printed papers from the press. He also trimmed the paper and soaked it ready for printing and was trained in the somewhat delicate art of making the hand rollers for the printer. The *Chronicle* later reported: 'These were made out of Russian glue and treacle which were well mixed, poured into moulds and allowed to stand for a few days. Then they were trimmed and cleaned up ready for use.'<sup>23</sup> McWatters' other duties included trimming the wicks of the kerosene lamps and inking the pages with the hand rollers.<sup>24</sup>

McWatters was still alive in April 1948 when he was considered to be the grand old man of the *Chronicle*. He recalled then that four boys were employed in distributing the publication, of which he was one. He stated that they worked nine hours each day including Saturdays. One day the editor returned to the office to find the staff playing cricket in the back yard, and as the town needed its cricketers he allowed them to continue their practice each Saturday afternoon. McWatters married the daughter of Captain A. Tornaros (q.v.) the Pacific Islands labour recruiter. The *Chronicle* later reported: 'A number (of islander labourers) were required for Townsville and Charters Towers. No one wanted the job of taking them from White Cliffs to Townsville. The reason was simple, there was an outbreak of plague in the northern city. William McWatters volunteered for the job and got it. He took the Kanakas from the sailing ship *Sybil* (at Maryborough) to Townsville aboard the steamer *Albany*. It was a good trip and all the recruits safely reached their destination, and then William McWatters went back to his job at the *Chronicle*'.<sup>25</sup> McWatters died, aged eighty-four, during the evening of 21 May, 1948.<sup>26</sup>

As with most newspapers the printing for the *Chronicle* was always completed the night before publication. Lighting for the early editions was by candle, and when kerosene lighting was introduced some years later it was believed that candlelight was the better of the two. There was a strong prejudice against kerosene light because of its poorer quality and from the danger of explosions. During an interview he gave to reporters in 1910, Joseph Robinson said that the staff did not like the lamps because of the inferior quality of the oil which had, 'an alarming and unpleasant habit of flaring up and sometimes exploding, and there were some narrow escapes from fire.'<sup>27</sup> Kerosene, of course, later gave way to gas lighting.

W.S. Roberts filled the position of editor until his retirement in 1879 when John Woodyatt took over the editor's chair.

The newspaper was purchased by the Maryborough Newspaper Company in November 1887. When Woodyatt retired on 20 June, 1888, R.A. St. Quintin Hill, then sub-editor, became editor until 1891 when he returned to England and the position was taken by long time staff journalist Mr G.I. Roberts, the son of W.S. Roberts. G.I. Roberts still held the position when the newspaper celebrated its fiftieth anniversary in 1910.<sup>28</sup>

Andrew Dunn became managing director of the newspaper in 1891 and later formed a newspaper dynasty stretching from Rockhampton to the Darling Downs. Dunn was born at Greenock, Scotland, in 1854, the son of Andrew and Ann Dunn (nee Anderson). He was married three times, firstly to Kate McIntyre in 1879, producing four sons, secondly to Jane Cran at Yengarie in 1911, a union which produced two more sons and two daughters, and lastly to Margaret Foot in 1932. He was an alderman on the council from 1902 to 1916, mayor in 1903 and 1915 and M.L.C. for Maryborough 2 July, 1914 to 23 March, 1922. At the time of his death on 29 April, 1934, he was the owner of five daily and three weekly newspapers.<sup>29</sup>

In March 1901 the newspaper moved from Kent Street to a two-storey building in Adelaide Street, next to what was then the drill shed for the Queensland Defence Force.<sup>30</sup> Several years later the Wharfdale press was replaced with a new type of printer known as a Cox Duplex flatbed web machine. The obsolete printers had been capable of printing on only one side of the paper and so two passes had to be made for each sheet. However, the Cox was capable of printing on both sides simultaneously and was fed by reels of paper rather than single sheets. Each reel was approximately three miles in length, the machine automatically cut, folded and counted each of the newspapers as it came off the press.

Another of the newspaper's more prominent personalities was William Eadie who worked for the *Chronicle* for thirty-seven years. He began his career with the newspaper at the age of twenty-one, finally becoming general manager. He was educated at Newtown and Central State Schools and worked in his father's grocery

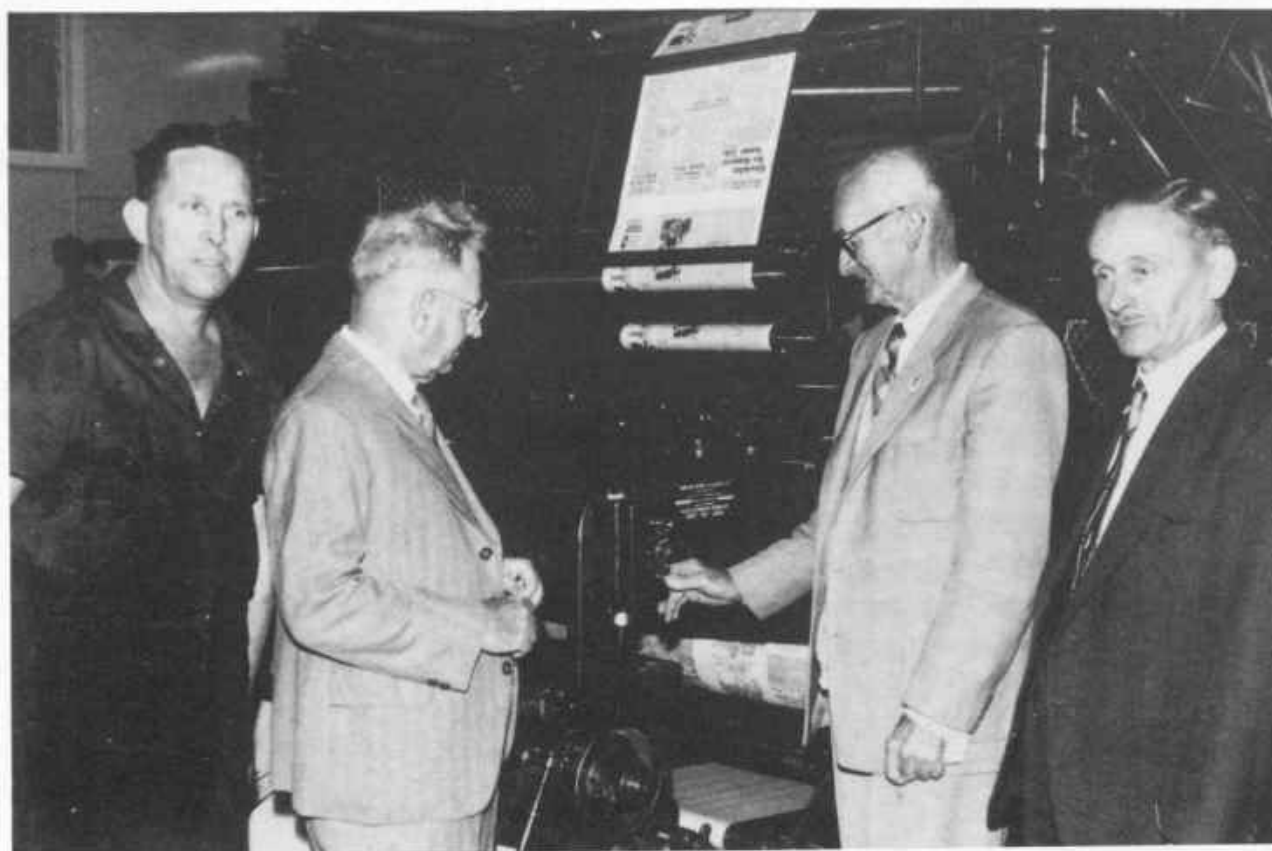
store before joining the *Chronicle*. He was also a founder of St Stephen's hospital and chairman of its finance board. He died shortly before noon on 21 October, 1948.

The *Chronicle* moved premises only once more during its recent history. With the addition of new printing machinery, a Cossar press, the operation was moved to its present site in Bazaar Street in April 1958. The old press was sold to a Brisbane company. The move also coincided with a new look publication, the newspaper being a different size with a more modern lay-out. Managing director at this time was H. Dunn, with G. English as manager.<sup>31</sup>

A new printing system, the Goss Community offset press, was installed nineteen years later, in 1977, and officially 'started' by the mayor of Maryborough, Alderman John Anderson, on 10 November that year. The printer was ordered through Melbourne but came originally from Chicago. The new printing press meant better reproduction of both print and photographs. The newspaper celebrated the event by publishing a special twelve page supplement souvenir issue.<sup>32</sup>

G.I. Roberts held the position of editor for thirty-three years and resigned in 1924. His successor was E.J. Hatton, formerly the country representative for the *Brisbane Courier* who occupied the editor's chair until 1925 when he was succeeded by G.L. Wilson. D.L. Tate took over in 1958 until 1960 when M.J. O'Donohue became editor. O'Donohue was editor until 1973 when the position was taken by Mr A.G. Anderson. Anderson retired in 1986 and C. McClelland became editor for two years.

In May 1988, New Zealand born Nancy Bates took over as editor of the newspaper, Mrs Bates was the first woman editor of a daily newspaper in Queensland, and only the second woman editor in Australia. She stated at the time that it was her wish to return to some of the older journalistic values and to see the newspaper become a forum for public debate. She added: 'We will try to present all sides of an issue so people can form an opinion and then ... encourage people from all walks of life to voice those opinions.' It was precisely the attitude adopted by Charles Buzacott, the newspaper's first editor, one hundred and twenty-eight years previously.<sup>33</sup>



The mayor Alderman R.A. Hunter, presses the button to start the new Cossar printing press in the *Chronicle*'s new building, 27 April, 1958. Left to right: the printer, Jack Shannon, *Chronicle* director Hector Dunn, Alderman Hunter and Mr Carter. Source - Maryborough *Chronicle* archive.



*Chronicle staff 1958. Source - Maryborough Chronicle archive.*



*Nancy Bates, present editor of the Maryborough Chronicle -  
Source - Maryborough Chronicle.*



*W.H. Demaine.  
Source - Maryborough hospital museum archive.*



Other publications of note in the Maryborough region included the *Tribune*, owned by W.S. Lambert and operating in 1870 from Wharf Street, the *Maryborough Mail*, owned by Thomas White, published in November 1869, and the *Burnett Times*. All these failed quite rapidly, some within weeks of commencing operations. The *Wide Bay News* was published by Ebenezer Thorne in 1870, and this was sold to the *Maryborough Chronicle* in 1900. The *Maryborough Chronicle* itself published another newspaper known as the *Colonist*. This was printed especially for country readers and commenced operations in October 1881. 3735 issues of the publication were produced until it finally ceased publication in October 1952.<sup>34</sup>

Other less known publications included the *Planter's Herald*, also owned by Ebenezer Thorne, the *Patriot* owned by Irvine Perel and the *Alert*, owned, initially, by Charles S. McGhie and W.H. Demaine. This newspaper commenced publication on 17 November, 1899 at 126 Adelaide Street, and Demaine later bought out McGhie's shares in the business. The newspaper closed following Demaine's death in 1939.<sup>35</sup> As we have seen in previous chapters of this publication, William Demaine was one of Maryborough's more forceful and leading personalities. A staunch Labor supporter he was closely involved in local politics and, in addition to his association with the press, was later widely known for his actions regarding various civic functions, including the installation of a sewerage system in Maryborough - a highly controversial issue at the time. Upon Demaine's death on 18 August, 1939, the *Maryborough Chronicle* published:

Veteran Labour stalwart and Mayor of Maryborough for the last six years, Alderman William Halliwell Demaine, died suddenly yesterday morning at his residence in Yaralla Street. The late Alderman Demaine, who was in his 81st year, suffered three weeks ago a recurrence of the illness which had troubled him for some time, but recovered sufficiently to attend a special meeting of the City Council on Friday night of last week. His death came as a shock in the community and to friends throughout the political sphere, both Commonwealth and State.

For the greater part of his life the late Mr Demaine was associated with various public activities ranging from local government and the Hospitals Board to school committees.

Born in Bradford (England) on February 25, 1859, the late Mr Demaine as a youth served portion of his apprenticeship as a lithographic printer. Later he went to South America with his parents and remained for three or four years in the Argentine, Uruguay and other places. When the family returned to England he was again seized with the wanderlust, and decided to try to improve his fortune in the new land of Australia. On February 1, 1880, with his family, he stepped aboard the *Silver Eagle* and arrived in Maryborough in May of the same year. Since that date he had remained in Maryborough.

When Mr William Lane, the Australian Labour idealist, founded the New Australia Co-operative Settlement Association in the early nineties, Mr Demaine identified himself with the movement. The object of the association was to establish a Socialist Utopia in another country. Mr Lane consulted Mr Demaine, already fighting Labour's cause, who advised him to embark on a venture in Paraguay. On July 16, 1893, the first batch of Co-operative Settlement Association pioneers left for their new Australia. Owing to family commitments, however, Mr Demaine did not join the party. The communal settlement in New Australia did not prove a success.

Deep reading of socialistic literature had prepared the way for Mr Demaine's entering into the battle for Labour. Coming from England, where a nine-hour day was in operation, he found a ten-hour day being worked in Maryborough. The workers started at 6 a.m. and finished at 6 p.m., having an hour off for breakfast and an hour for lunch. In those days Mr Demaine was an employee of Messrs Fairlie and Sons, and he immediately took up the fight for better conditions. Following the great maritime strike of 1889-90, he left the employ of Fairlies and set about to form the General Labour Union, a body with political and industrial objectives. Workmen from Maryborough, Childers, Howard, Torbanlea, Gympie and the goldfields around Paradise were enrolled as members.

He was secretary of the Australian Labour Federation of the Wide Bay and Burnett, and during his occupancy of that position the first convention of the party was held in Brisbane in 1892. He attended as a delegate of the district organisation. When the General Labour Union, with the Shearers' Union (A.W.A.) merged into the A.W.U., Mr Demaine became secretary. In fact, he handed over the union to the A.W.U., providing it with a great body of members, and thus quickly building it into a strong force. Since the late Mr Demaine attended the first Labour convention in 1892 he had been on the executive.

He became president of the Queensland Central Executive on June 16, 1916, defeating the then Premier, the late Mr T.J. Ryan, for the position. After occupying the presidency for 23 years - a

record term - he resigned on December 2, 1938. During his chairmanship of the Q.C.E. he travelled to practically all parts of the Commonwealth to attend conventions and on other matters connected with the functioning of the party. His sound advice was always welcome.

Mr Demaine was a great friend of the late Mr Andrew Fisher, the great Australian Labour Prime Minister. Mrs Andrew Fisher and her son, Mr John Fisher were the guests of Mr and Mrs Demaine only a few weeks ago.

In an interview recently the late Mayor recalled the time when the Hon. William Morris Hughes was camped in the Maryborough gardens and eked out a precarious living by mending umbrellas and doing odd jobs. In the late Mr Demaine's possession was a gold watch given to him by Mr Andrew Fisher prior to the latter's departure for London.

As one of the pioneers of Labour, Mr Demaine also became secretary of the Maryborough A.L.P., which position he retained until his death, a period of 57 years. This term included his secretaryship of the first Labour organisation. His occupation of the secretarial position for this period was an Australian record...

Mr Demaine was a firm believer in voluntary military service, though he was absolutely opposed to war. When he attended the conference called in Melbourne by Mr W.M. Hughes to get an opinion on the general attitude to conscription during the war he showed that Queensland was absolutely against conscription. It is now history that the referendum was defeated.

During his political career he was elected to the Queensland Upper House with the sole object of bringing about its abolition. He and his colleagues were successful in this regard.

For the last 35 to 40 years, with few breaks, he was an alderman of the Maryborough City Council. He was elected Mayor six years ago and retained that position continuously up till the time of his death.

As a compliment to his public service he was elected to fill the breach caused by the death of the late Mr James Stopford as State member for Maryborough. He was 77 years of age then, and he retired at the expiration of the term, when Mr D. Farrell was elected.

When the Maryborough Hospitals Board commenced functioning in March, 1925, Mr Demaine was elected as a Government nominee and became the first chairman of the board. Since that time with a break of three years (1929-1932), he was chairman of the board.

He was amazingly versatile in his activities and his energy was unbounded. As a young man he joined the Newtown State School committee and was secretary of that body for 25 years. He took a keen interest in education and was the Government nominee on the Maryborough Grammar Schools board of trustees. When the status of the Grammar Schools was changed a few years ago, he was re-appointed as Government nominee on the first advisory council of the State High and Intermediate Schools. He was therefore a trustee of the schools for about 20 years, with one break of three years, and resigned on June 30 this year. Among other trusteeships which he held was that of the Trades Hall. He was appointed in 1918...

Appreciation of his sterling service to the community was tangibly expressed on the occasion of his 80th birthday this year when at a public meeting he was presented with a handsome illuminated address and a cheque for £122, raised by public subscription.<sup>36</sup>

## Radio.

Radio 4MB, Maryborough's first broadcaster, was the brain-child of two men, Alfred Percy Wynne, a well known Maryborough businessman with a great love of music, and Robert J. Beatson, a radio enthusiast originally from Brisbane.

Wynne began his working career as a horse boy on a western station and later became a travelling salesman for the music company Palings Limited. He travelled the country regions on a motor-cycle and was eventually appointed manager to the company's warehouse in Brisbane. After seventeen years with Palings he decided to open a business of his own in Maryborough. He commenced business in a small way, selling musical instruments and sheet music from a shop next to the offices of the *Maryborough Chronicle* in Adelaide Street. He moved his



*E. Foster, A.P. Wynne, (co-founder), Clive Khel. Source - Radio 4MB archives.*

operation on three consecutive occasions as the business quickly grew, finally operating from a well stocked shop at 361 Kent Street. Being keenly interested in music he was president of the Queensland Eisteddfod Council for several years. When commercial radio licences started to become available during the early 1930s, Wynne soon realized that he could combine a sound business venture with his love of music. In association with engineer Robert J. Beatson, he installed a modest studio and transmitter at his residence in upper Kent Street and began experimental broadcasting. Wynne's house had been constructed by Maryborough builder and 'gentleman', Thomas Wilson, a Scottish immigrant who had come to Australia in 1862.

Robert Beatson originally came from Brisbane where he worked for Chandlers. After being transferred to Maryborough he started work for A. Wynne in May 1932 when Wynne took over the Chandlers franchise for the region. Beatson already possessed an experimental broadcaster's licence under the call-sign VK 4BB. The radio station took up two rooms of Wynne's residence, the lounge-room became the studio and the verandah housed the transmitter and power generation equipment.

The broadcaster commenced operations as a 'B Class' station on 16 August, 1932, the official opening being carried out in the city hall. The mayor, Alderman H. Bashford, officially declared the station open. The press later reported:



*Bob Beatson, co-founder of Radio 4MB.  
Source - Radio 4MB archives.*



*W.A.G. (Bill) Diamond, first full-time  
announcer at 4MB.  
Source - Radio 4MB archive.*



Music by the Rhythm Rascals preceded the giving of the call sign by Mr Wynne and shortly afterwards Alderman Bashford was invited to open the station. Alderman Bashford, in the course of his address, said he realised that the establishment of a Broadcasting station in Maryborough was going to increase the value of the city to a great extent ... He congratulated Mr Wynne on his enterprise. He believed the station was going to do a tremendous amount of good to the city and he trusted that it would long prosper. The Mayor declared 4MB duly opened, concluding, 'and I wish it the success it deserves.'<sup>37</sup>

The studio was later moved to a suite above Wynne's shop and management continued with their policy of providing high quality music.<sup>38</sup> The station was then broadcasting on just fifty watts of power and operating for twenty hours per week. Higher wattages were later added, firstly to one hundred watts and, as the business grew, to two hundred watts. The first full-time announcer, Bill Diamond, was employed in 1934, and controlling interest in the station was purchased by the Commonwealth Broadcasting Corporation in 1937. The station was afterwards moved to 365 Kent Street. In August 1945 the transmitter was moved to the corner of Neptune and Queen Streets and the output was increased to three hundred watts. Extra equipment was installed and management decided to increase the on-air hours, broadcasting from 6.30 a.m. to 10.30 p.m.<sup>39</sup>

In September 1952 the station's transmitter was moved again, this time to a new location at Riverview on the Hervey Bay side of Saltwater Creek. The move coincided with a large increase in transmitting power to two thousand watts. The original mast at Baddow was then dismantled - twenty years after it had first started transmitting. A steeplejack named Frank Hickey was brought from Brisbane to supervise the dismantling work.<sup>40</sup>

A studio was installed in a company-owned building in Bazaar Street during the mid 1960s, and in 1970 company directors purchased a block of land at the corner of Bazaar and Ellena Streets where they built a modern studio and office complex. The new site was officially opened by the mayor of Maryborough, Alderman John Anderson, in June 1973. Wynne remained manager of the station and a director of the company until his death, aged eighty-one years, on 11 September, 1966.

Wynne, who had no children, stipulated in his will that the income from his residual estate be directed to his wife, Olivea, and that after her death - which occurred in April 1968 - the estate, then valued at a total of \$203,619, be given to Queensland University on the understanding that the money be used to finance scholarships for students in the Maryborough district.<sup>41</sup>

The scholarships were first advertised in September 1972, by which time the amount of Wynne's estate had risen to \$242,000. (The estate was originally in shares in the radio station which the university later sold). The first scholarships were awarded on 8 January, 1973. In 1994 the scholarships provided financial assistance to a total of eighty-three students.<sup>42</sup>



*One of the original 4MB masts being brought by horses past Walkers' shipyards. Source - Radio 4MB archives.*



*4MB staff early 1930s. Source - Radio 4MB archives.*



*Radio 4MB studio ca. 1937. Source - Radio 4MB archives.*

Engineer Robert Beatson remained with the station until his retirement in September 1973, he still lives in Maryborough.<sup>43</sup>

With the introduction of satellite transmission the station commenced twenty-four hour broadcasting in February 1988. Station manager, Greig K. Bolderrow, stated that the night broadcast would come from Sydney.<sup>44</sup>



*Hugh Peddie, regional manager Maryborough ABC - School of Arts studio. 1958.  
Reproduced with the permission of Hugh Peddie.*

## Radio 4QB.

The Australian Broadcasting Commission (as it was then known) opened its regional radio station 4QB on 14 January, 1948. The station was officially opened at the Maryborough School of Arts by the postmaster-general, Senator D. Cameron, supported by the chairman of the A.B.C., Mr R.J.F. Boyer. Also in attendance were B.H. Corser, federal member for Wide Bay and the mayor of Maryborough, Alderman R.D. McDowell. The new station was designed to serve Maryborough, Bundaberg and the surrounding districts as the radio reception transmitted from Brisbane and Rockhampton had always been less than satisfactory.<sup>45</sup>

The siting of the transmitter had been decided by a group of radio technicians who had travelled over the region in a caravan looking for the best possible site. They had finally chosen Pialba. The opening night featured various speeches and the music of the Maryborough Federal Band under the conductor-ship of J.J. Kelly.<sup>46</sup>

Transmission facilities at Maryborough were opened in 1950 and the station continued with its policy of using local talent for its broadcasts. In addition to the Federal Band these included the Maryborough Male Choir and the well known Maryborough baritone, Harold Hodgkinson.<sup>47</sup> The station's first manager was Hugh Peddie who held the position for more than twenty-seven years.

Hugh Peddie first became involved with the A.B.C. prior to the Second World War. He was then a freelance writer and broadcaster of nature stories for children. The war intervened in this work, and after five and a half years' service in the A.I.F. he was demobbed in Brisbane where he completed several auditions for the national broadcaster and was appointed to the Brisbane announcing staff. In 1948 he was transferred to Townsville as regional manager of that station, a position he held for two years prior to being transferred to Maryborough in October 1950. Peddie oversaw the fitting out of the studio on the first floor of the School of Arts. The first broadcast from the School of Arts took place in mid November 1950. Hugh Peddie recalled:

The night before we were due to do our first broadcast in November of 1950, at that time neither the carpeting nor the other floor-coverings had arrived from Sydney, and on the day before we were due to go on air we still had bare boards. The carpeting duly arrived and the contractor assured me that if necessary they would work all night to have it ready for us in the morning, and the technicians had been in and finalized the studio wiring ... the wiring went through microphone tubes down to the floor. However, in the excitement of getting the carpet down, the carpet cutter went through all the microphone cables, so the night before we were due to go on air we had no operative microphones. The technicians at the time were racing around to restore all the wiring and finally we went to air successfully.<sup>48</sup>

From 1950 to 1952 Hugh Peddie was the sole staff member of the station, acting as regional manager, public relations officer, announcer, sports editor, and news correspondent. In August 1952 A.B.C. management decided to open an independent news service for the Maryborough, Bundaberg and Gympie regions. The first local



news broadcast went to air on 4 August, 1952. The station's first news editor was Mr D.C. Harvey, a former *Maryborough Chronicle* journalist. A rural officer, Bill Quodding, joined the staff approximately eight years later, followed by a part-time sporting editor.<sup>49</sup>

The operation remained based at the School of Arts until mid 1965 when an arrangement was made between the commission and the S.G.I.O. to take over certain areas of their new building which was being constructed next to the School of Arts. The studio was in operation by the end of August that year with relay links to other radio stations along the coast of Queensland. A modest television studio had also been installed, but as the commission later realized that this studio was not necessary, it was utilized as a music broadcast studio with a Steinway grand piano.<sup>50</sup>

In 1977, at the age of sixty-three, Hugh Peddie retired, being replaced temporarily by an A.B.C. staff officer from Brisbane named June Sherrin. In March 1978 Stuart Parry took over as manager of the station, replacing Sherrin. Parry, a former commercial pilot and television journalist, stated at the time that he wished to expand local programming.<sup>51</sup>

In December 1985 the first indication that the station was to be moved was published in the local press. A.B.C. general manager for Queensland, Charles Grahame, said that the station would need to be moved because the roof of the S.G.I.O. building was not strong enough to hold an Aussat receiving dish. The Aussat satellite system was being installed to enable a greater exchange of programs between A.B.C. stations.<sup>52</sup>

Manager Stuart Parry left the station in August 1989 to take over the A.B.C. Radio station at Toowoomba. He was replaced temporarily by Brisbane announcer Brian Duncan, and David McGhee was later appointed to the post.

In February 1990 A.B.C. managing director David Hill announced that the studios of 4QB would be moved to Bundaberg. The S.G.I.O. building which housed the studios had been purchased by the Maryborough City Council and the radio studios were forced to vacate the building by the end of July that year. Hill stated that a small news-gathering operation would remain in Maryborough, but the main studio would be relocated to Bundaberg.<sup>53</sup>

Hill came to Maryborough on November 1990 when the scaled down studios were opened in Bazaar Street. Maryborough mayor, Alderman Ron Peters, told Hill that the people of Maryborough were disappointed with the reduction in broadcasting operations from Maryborough and the moving of the main studio to Bundaberg. Hill stated that under stringent financial restrictions he had had no choice in the matter. Present at the opening was Hugh Peddie, 4QB's first manager who, at that time - despite his retirement - had become the nature columnist for the *Maryborough Chronicle*.<sup>54</sup>

## Television

The introduction of television was, world-wide, seen as a considerable step forward in technology during the late 1940s and early 1950s. Experiments in television had been largely discontinued during the Second World War, but following the cessation of hostilities there was a resurgence of interest and capital investment, especially in the U.S. and Britain. By the mid 1950s Australia was still without any kind of television service, although there were concrete plans for its introduction. In Maryborough, local entrepreneurs were planning for a service which, with a relay mast on either Mount Bauple or Ghost Hill at Hervey Bay, would, they believed, transmit to several regions from Childers to Tiaro. Leading the race for a television service at this embryonic stage was the established broadcaster, Radio 4MB.<sup>55</sup>

The first experimental television broadcast in Australia was made from the old convict windmill on Wickham Terrace, Brisbane in 1934. Although television had been in operation for a number of years in both the U.S. and England, it became a reality in Australia (at least for a small number of people) in February 1954 when the first televised event in Australia's history, the landing at Farm Cove of Queen Elizabeth and Prince Philip, was internally televised to children at the Mossman Spastic Centre.<sup>56</sup>

The first television set in Maryborough seems to have been owned by Arch Caswell, a radio enthusiast and owner of a radio electrical business. Caswell was something of a legend in Maryborough, particularly with regard to his war exploits. As a prisoner of war under the Japanese he had secretly built radio receivers, hiding them in hollowed table legs and even in a water bottle. In 1957, he purchased a seventeen-inch television receiver and erected a high mast with the intention of attempting to receive a signal when Brisbane stations later commenced broadcasting. His results were only moderately successful.<sup>57</sup>

Brisbane transmission could never hope to reach Maryborough without the aid of boosting equipment and the federal government had not made a firm decision regarding the best methods of placing television services

into rural areas. The options were either to boost capital station signals or to allow for regional television licences. The question went before federal cabinet in March 1959.<sup>58</sup>

In May that year the government announced that it would call for applications for television licences to serve the Darling Downs, Rockhampton and Townsville areas. No mention was made of Wide Bay, although cabinet had decided that further licences would be approved to regional centres, preference being given to independent groups which were not associated with the metropolitan stations.<sup>59</sup> Member for Wide Bay, Harry Bandidt, expressed regret that the government had not included the Wide Bay in the licence applications and added that there was no reason why a local television service could not be established. He applauded, however, the government's initiative in deciding to build a national television service (the Australian Broadcasting Commission) which would function alongside commercial networks.<sup>60</sup>

On Sunday 16 August, 1959, Brisbane station QTC Channel 9 commenced broadcasting, but with the exception of Caswell's somewhat primitive television receiver there was almost certainly no one in Maryborough attempting to tune into the signal.<sup>61</sup>

By November two more television stations were operating from Brisbane, including the A.B.C. A television receiver at the Royal Hotel in Maryborough managed to receive the first transmission of the A.B.C. on Monday 2 November, 1959. Reception was poor but for the first time Maryborough residents were able to tune into a national television broadcaster.<sup>62</sup>

In September 1960 the Bundaberg council placed a proposal before the Maryborough council that the two councils should combine to form a joint application to have a television service established somewhere in the Wide Bay region. It seemed a good idea but some aldermen considered that no television station could be established in the area because advertising rates would be high and that local businessmen could never afford television coverage.<sup>63</sup>

In December that year the postmaster-general announced that the population of the Wide Bay was such that the government would seriously consider allowing a regional television service to operate in the area.<sup>64</sup>

That same month, D.C. Harvey, news editor for the A.B.C., announced that fifty film segments of the Wide Bay and Maryborough had featured in A.B.C. programming during the previous year. Items included shipbuilding at Walkers and other industries, and a documentary on Maryborough entitled 'City of Bicycles'.<sup>65</sup>

In October 1961 the postmaster-general announced that twenty new regions in Australia would receive television licences, including four in Queensland, Wide Bay, Cairns, Mackay and the Southern Downs (Warwick). The *Maryborough Chronicle* headlined: 'Television in Maryborough Ready in Three Years'.<sup>66</sup>

The company, Wide Bay Burnett Television Pty. Ltd., was registered a month later. The articles of the company named directors A. Dunn, a journalist, A.P. Wynne, director of 4MB, C.A.F. Nielson, company director and N.G. (Noel) McCormack, radio station manager of Bundaberg and a former announcer at 4MB where he had popularly been known as 'Uncle Mac'. The directors issued a statement claiming that applications for shares would soon be invited from residents of the Wide Bay district.<sup>67</sup>

Directors subsequently made various fact-finding tours to Brisbane, Canberra and Toowoomba where they conferred with other television companies concerning costs and technical requirements.<sup>68</sup>

In July 1962 the Australian Broadcasting Control Board approved the Wide Bay licence with a transmitting tower at Mount Goonaneman near Biggenden.<sup>69</sup> On 11 July, 1963, the company was converted to a public company, although a public issue of shares was not anticipated for a further two or three months. At the time of the conversion one of the company's directors, George W. Reaney, was appointed company secretary. The operations of the company were removed from the *Chronicle* office in Bazaar Street to Reaney's office in the A.M.P. Building - also in Bazaar Street. Company directors, after visiting the transmitting site near Biggenden, stated that once the share issue was finalized a start could be made on erecting buildings and installing equipment.<sup>70</sup>

The share issue closed over-subscribed in October 1963, 998,120 shares had been sold at five shillings each.<sup>71</sup>

Even so, progress was slow. By January 1964 council records revealed that only approximately five hundred people in Maryborough owned television sets and most Maryborough residents were waiting until the local station, WBQ 8, started transmitting. Chairman of directors of the station, H. Nicholson, stated that the first broadcast was expected sometime around the end of 1964 or early in 1965.<sup>72</sup>

In February that year the station's first manager, Frederick T. Yates, was appointed. Yates had previous television experience and was reportedly well versed in, '...all aspects of television programming including live



*The directors of WBQ 8 at the transmitter site during its construction. Courtesy Sunshine Television.*

dramas and the writing and producing of television shows and commercials.<sup>73</sup> Yates was born in Victoria on 31 August, 1926, and before coming north to Queensland he had worked with the *Herald* and *Weekly Times* in Melbourne. His positions included that of editor of *Home Beautiful* magazine and assistant editor of *Woman's Day*. For eight years he also worked as the director in charge of radio and television advertising with George Patterson Pty. Ltd., a Melbourne advertising agency.<sup>74</sup> Shortly after Yates's appointment as general manager to WBQ 8, Herbert Stephan Lilburn, an electrical engineer from Ringwood Melbourne, was appointed chief engineer to the station. Lilburn had previous experience in the relatively embryonic art of television engineering and had also worked on guided missile systems for the Australian government.<sup>75</sup>

By August that year a site at Granville had been selected for the studios and preliminary excavation work had been carried out. Tenders for the construction of the studio closed in September and station management claimed that the building would be completed by early 1965.<sup>76</sup>

Five tenders were received for the building, the winning tender, under the recommendation of architect Colin Trapp, going to J.N. Smout of Ashgrove for £62,936.<sup>77</sup>



*Opening night of the station at the Royal Hotel Maryborough. Courtesy Sunshine Television.*





*The station's first manager Frederick Yates with artist Terry Lynch. Courtesy Sunshine Television.*

By February the following year the studio at Granville had been completed to such a stage that technical equipment could be installed. The massive parabolic reflector was mounted on the tower and aligned with a similar dish on the newly completed transmitting tower at Mount Goonaneman. Company directors announced that test patterns would be transmitted intermittently from 22 March, 1965, and the official opening of the station would be on 10 April.<sup>78</sup>

Commercial production - always to be the leading priority of the station - began in its most embryonic form in March 1965. Using new Image Orthicon cameras, commercial production staff included the station manager, F.T. Yates, with James Toomey as camera-man.<sup>79</sup>

The first test pattern from Mount Goonaneman was transmitted on Thursday 25 March, 1965, and was accompanied by wild cheers in the studio of WBQ 8. Within minutes telephone calls were being received from viewers around the transmission area claiming that they were receiving a clear image of the pattern.<sup>80</sup> All over the viewing area electrical retailers were being inundated with requests for television sets. Prices ranged from 175 guineas to over £400. Richard (Dick) Elmer - who was later to become one of WBQ 8's more prolific advertisers - was offering a free lounge suite with every refrigerator and television set he sold.<sup>81</sup>

The first test programme transmission, a documentary on the Polaris missile project, was broadcast from the Granville studios at 6 p.m. on 29 March, 1965. This programme was sent out to ensure that the telecine projector chain and the microwave link with the tower at Mount Goonaneman were functioning correctly.<sup>82</sup>

The station's first two on-air personalities were Don Ewart and Marcos Hale. Ewart was appointed programme producer and news reader while Hale was scheduled to appear on a variety of locally produced programmes and to feature as an occasional news reader. Both had several years' television experience.<sup>83</sup>

The station was opened on Saturday 10 April, 1965. More than one hundred guests had been invited to a special function at the Royal Hotel where the postmaster-general officially opened the station with its first broadcast at 6 p.m. The evening's television features included the televising of the official opening from the Royal Hotel, followed by a short film detailing the brief history of the station from the inception of the company to the building of the studio and transmission facilities. This was followed by a news report and the feature film, *From Here to Eternity*. The station closed transmission at 10.05 p.m. after a second news segment.<sup>84</sup>

The first female television presenter at WBQ 8 was Diane Craig-Gardiner, daughter of Jack Craig-Gardiner - more popularly known as Greenbottle, (q.v.). Diane began work with the station in March 1965. She was employed as a station presenter and also as private secretary to the general manager, Fred Yates. On 3 June 1967 she married Brian Hunter, an engineer and foundation staff member of the station. Brian Hunter had started work with the station on 17 December 1964. He replaced Herbert Lilburn as chief engineer in 1966. Lilburn then went to work at Mackay television.

For the shareholders of the station, television could not have come at a better time. The mid 1960s were years of rapid social and technological growth, they were also years of conflict and controversy, issues which

could be transformed into compelling television. Man was reaching into space, preparing for landings on the moon and the Vietnam War was growing steadily in intensity. The station promised political and social debate and a variety of locally produced shows, including the children's show, *Teleclub*, which was to run for many years.

There is no doubt that the opening of the commercial station was going to be something of a goldmine for its investors and directors - the hallmarks were already in place and most other commercial stations were recording large profits. Despite this the station's directors had to report in October 1965 that the first three months of operations had been run at a loss of more than £15,000; this included a depreciation on assets of more than £5000. Directors, however, were nonplused, claiming that the losses were within budget estimates.<sup>85</sup>

Such losses were not to be sustained and the operation went quickly into profit. In February 1967 the directors announced that revenue had increased fifty-seven per cent over the previous six months and that profits were escalating.<sup>86</sup>

WBQ 8's competitor, the national broadcaster with the call-sign ABWQ 6, was opened by the postmaster-general, A.S. Hulme, on 8 October, 1965. This station shared the same transmitting tower as WBQ 8, and was the fifty-eighth television station to be established in Australia. Cost of setting up the station had been £377,000. The station was staffed by three principal personalities. Hugh Peddie, officially entitled the A.B.C. representative but actually in charge of the operation, journalist Don Harvey, and rural officer Bill Quodling. Other presenters (still known then as announcers - a throwback to the radio days) included Brian Dowd, David Hawkes and Bruce Short. Programming was relayed from A.B.C. Television in Toowong, Brisbane. Programmes were sent via coaxial cable to Mount Gravatt and thence by microwave link to the transmitter at Mount Goonaneman.<sup>87</sup>

The first general manager of WBQ 8, Frederick T. Yates, resigned from the station on 31 December, 1970. His position was filled by Muir Daniel who had joined the company as office manager in 1965 and was later promoted to assistant manager. Yates went into partnership in a public relations company in Brisbane, and approximately twelve months later he joined Darwin's television station NTD 8 as its chief executive officer. He died unexpectedly of a cerebral haemorrhage at Darwin on Friday 23 February, 1972, aged just forty-six years.<sup>88</sup>

The studios of WBQ 8 were extensively damaged when cyclone Daisy wreaked a huge amount of destruction in Hervey Bay and Maryborough in February 1972. The cyclone was responsible for the destruction of many houses and other buildings in the region and felled the once beautiful trees along Hervey Bay's foreshore.<sup>89</sup>

One of the most contentious issues concerning the operations of both Maryborough television stations was the lack of a regional news service. Even as early as 1972, municipal councils such as Biggenden and Maryborough were publicly criticizing the stations claiming that a local news service was not a viewing extravagance, but a real necessity. In April that year a total of nine municipal authorities in the Wide Bay region voiced their support for local news presentation.<sup>90</sup>

By 1974 it had become clear that black and white television was a thing of the past and that colour television would soon be introduced in Australia. In preparation for this event WBQ 8 purchased its first colour video tape machine in May 1974. This was an Ampex V.R. 1200 two-inch machine which had cost more than \$50,000.<sup>91</sup> Colour test patterns were expected to begin transmission in October that year.<sup>92</sup>

In 1980 the Wide Bay sub-branch of the Australian Journalists' Association opposed the re-issue of the television licence for WBQ 8 - now broadcasting as SEQ 8 - on the grounds that it was not providing a local news service. This had been a bone of contention for a considerable period. Television executives had previously claimed that such a news service would be too costly, despite the fact that in the 1977-78 financial year the company had made an operating profit of more than \$400,000. The station argued that it provided considerable local programming in the form of magazine style programmes, but upon analysis it was clear that many of these were comprised mainly of paid advertising content or content allied to advertising, and bore no relation whatever to news or current affairs information. The only programme which bore any relation to news was 'This Week', a weekly local current affairs and magazine style programme. This programme had won a Logie award for the station, largely as a result of the camera work of the unit's camera-man, Douglas Fraser.<sup>93</sup>

The lack of a local news service was a contentious issue which simmered for the following three years. In 1983 the Maryborough and Hervey Bay councils combined to call upon the station to provide a regional news service. Station general manager Muir Daniel - reflecting the opinion of company directors - stated at the hearing of the Australian Broadcasting Tribunal looking into licence renewal that the station would definitely not begin a regional service unless directed to do so by the tribunal. The station tendered a document outlining the results of a poll taken to determine whether or not local people wanted a local news service. According to the poll only one per cent of people commented on the lack of such a service, however, the compiler of the poll later admitted that, '...he would phrase the questions differently if he did the survey again.'<sup>94</sup>

The tribunal closed its hearings on 24 August, 1983, with no clear indication regarding the issue, although during his submission to the tribunal, Lorenzo Boccabella for the Australian Journalists' Association stated that the station had, '...abrogated its responsibility to the community and showed an appalling disregard to the needs of its viewers.'<sup>95</sup>

By early October the tribunal had renewed the station's licence with no news stipulations other than stating that a news service should be provided within twelve months. The station, however, stubbornly maintained its former stance and Muir Daniel stated that there were no plans to introduce such a service during the following twelve months.<sup>96</sup> This decision was evidently changed very quickly for on 19 November it was announced that the station would begin a regional news service.<sup>97</sup> By June the station had hired Western Australian presenter Peter Russell as its news director and, following a number of in-house trial runs, the news program was expected to go to air by the middle of the month.<sup>98</sup> However, Russell remained at the station for only a few weeks before suddenly and unexpectedly returning to Western Australia, 'for personal reasons.' He was replaced as news director by Judy Nixon, a highly professional journalist. Station personality, Melissa Davis - who had been presenting the station's children's program for many years - took over as news reader.<sup>99</sup> Nixon resigned in May 1988 to set up a media centre for the Gold Coast City Council.<sup>100</sup>

During the mid 1980s, with pending changes in federal regulations concerning the control and areas of broadcasting, there were enormous changes at the station. In June 1985 Christopher Skase's company, Universal Telecasters Ltd., a subsidiary of his Quintex group which already owned TVO Television in Brisbane, made a \$37 million takeover bid for the station. George Reaney issued a statement from the directors stating that shareholders should accept the Quintex offer.<sup>101</sup>

Christopher Skase's brief and profoundly disruptive dabble in the business affairs of Maryborough could certainly not be described as either successful or beneficial to the city. His purchase of the television station would ultimately result in very large scale disruptions. Skase, of course, went on to purchase the Channel Seven network, a deal - coupled with his many other financial outlays - which resulted in his Quintex group of companies running into severe financial problems. In February 1989 the station was almost sold as part of a \$110 million deal to Ramcorp Ltd., owners of the Prime Television Network. Ramcorp was one of the largest owners of regional television stations in Australia.<sup>102</sup> However, due to problems of raising finance through a New Zealand bank, this sale, and the sale of MVQ 6 in Mackay - also owned by Skase - did not eventuate.<sup>103</sup> The two stations combined were reported as having an annual profit of some eight to ten million dollars, but any purchaser, in addition to the purchase price, would have to find an extra twenty million dollars in order to conform to the new federal government's requirements regarding the aggregation of stations.<sup>104</sup>

At this time the federal government announced its intention to substantially alter the television licensing regulations, making the provision for either additional licences, supplementary licences or the aggregation of various areas. To meet this proposal a new company, Sugar Coast Television Ltd. was formed with directors from Maryborough, Bundaberg, Hervey Bay and Childers.<sup>105</sup> These plans finally had to be abandoned when the federal government released its format for television aggregation. This would involve regional stations like SEQ Television providing extra transmission into other broadcast centres such as the Darling Downs and Rockhampton. The regional stations reacted strongly against the proposal. General manager of SEQ, Muir Daniel, stated that the plan was devastating and meant that SEQ would be forced to expend approximately twelve million dollars on added facilities.<sup>106</sup>

The station began broadcasting twenty-four hours a day on Sunday 9 October, 1988. At around the same time the station also commissioned a new \$750,000 ten-kilowatt transmitter at Mount Goonaneman.<sup>107</sup>

In April 1989 Muir Daniel resigned his position to live on Fraser Island where he and his wife Jan - who was also a popular station personality - had purchased a tourist operation.<sup>108</sup>

Muir Daniel was replaced by former radio station announcer Graham McVean who, shortly afterwards, became manager of HSV 7 in Melbourne while retaining his position as chief of the Maryborough station. McVean, who also owned a radio station at Roma, later became head of a consortium which bid for both SEQ and the Mackay station MVQ.<sup>109</sup>

As the aggregation of stations moved closer, SEQ began to restructure its operations and to move many of its staff from Maryborough to new studios at Maroochydore. McVean claimed that the operations of the Maryborough studio were not being diminished and he rejected reports that only a skeleton staff would remain at Maryborough.<sup>110</sup>

Now renamed Sunshine Television, the station was eventually sold to Sydney based company Gosford Communications in January 1992. Gosford was owned by a New South Wales businessman named Sam Gazal.<sup>111</sup>



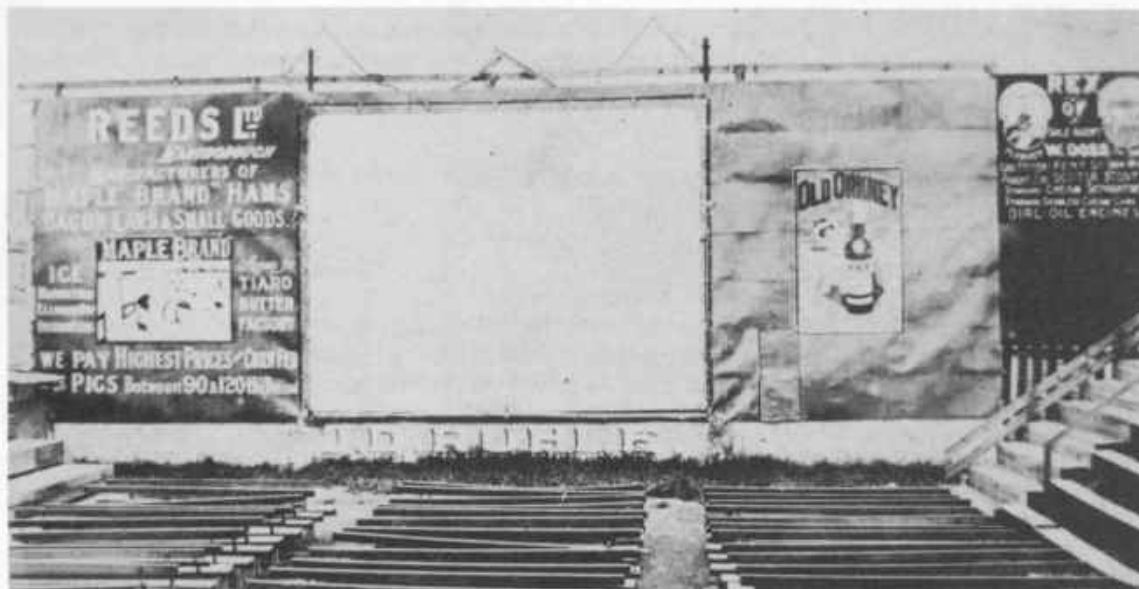
After the sale, operations began concentrating primarily on the Sunshine Coast. Staff at Maryborough were further reduced, some personnel such as production manager Jim Ussher, chief engineer Brian Hunter and station on-air personality Melissa Davis, were later retrenched with no warning.

\*\*\*\*\*

### Sources and Notes for Chapter Sixty-two.

1. Waterson, *ibid*, p 26.
2. M/C. 5 March, 1907.
3. M/C. 21 November, 1910.
4. M/C. *ibid*.
5. M/C. *ibid*. The origin of the printer's devil is worth remarking upon. The printer's devil is reported to have originated in Venice when a young negro boy was left in that city by a passing merchant ship and later employed by Aldus Manutius, (1450-1515) the famous printer and founder of the Aldine press. The young boy with dark skin was something of a novelty in Venice and was regarded by many citizens as a, 'hobgoblin, imp or embodiment of the evils of Satan.' Manutius was determined to dispel the fears of the people and one day with the young boy beside him, he made a public statement claiming: 'I Aldus Manutius, printer to the Holy Church ... have this day made a public exposure of the Printer's Devil. All those who think that he is not flesh and blood may now come forward and pinch him.' See M/C. 18 December, 1862, p 3.
6. M/C. 5 March, 1907.
7. M/C. *ibid*.
8. M/C. *ibid*.
9. M/C. 25 January, 1864 supplement, p 1.
10. M/C. 3 March, 1888, p 1.
11. M/C. 5 March, 1907.
12. M/C. 28 April, 1894, p 2.
13. For further details of Buzacott's life see, Waterson, *ibid*, p 26.
14. M/C. 21 November, 1960, p 6 and Stanthorpe cemetery records.
15. There were four sons and four daughters to the marriage, see, Waterson, *ibid*, p 26.
16. M/C. 14 June, 1917, p 5.
17. M/C. 21 November, 1960, p 6.
18. M/C. 21 November, 1910.
19. Reproduced in the M/C. 28 March, 1911.
20. M/C. 14 June, 1917, p 5.
21. Buettel, N. *A History of Maryborough*, 1976, p 81.
22. M/C. 2 April, 1928, p 2.
23. M/C. 1 April, 1948, p 6.
24. M/C. 22 May, 1948, p 2.
25. M/C. 1 April, 1948, p 6.
26. M/C. 22 May, 1948, p 2.
27. M/C. 21 November, 1910.
28. M/C. 21 November, 1910 and M/C. 21 November, 1960, p 6.
29. For further details on Dunn's career see, Waterson, *ibid*, p 50.
30. M/C. 23 March, 1901.
31. M/C. 19 April, 1958, p 2.
32. M/C. 11 November, 1977, p 1.
33. M/C. 18 May, 1988, p 5.
34. M/C. 21 November, 1985 p 3. See also D. Gardner's letter to the editor, M/C. 11 May, 1897, p 3, in which Gardner severely criticizes and corrects George Loyau's entry in the *History of Maryborough*. Loyau's sometimes acrimonious remarks on page 152 of that publication are taken to task by Gardner who expresses concern over Loyau's reasons for denigrating Thomas White, the owner of the *Maryborough Mail*, several other assertions are also corrected.
35. Buettel, N. *A History of Maryborough*, p 82.
36. M/C. 19 August, 1939, p 1. For a comprehensive biography see, Grimes, Judith A, and Gassan, Kay F., Demaine, *The Name Will Live While Labor Lives*. Maryborough Family Heritage Institute Inc., 1992.
37. M/C. 17 August, 1932.
38. M/C. 31 May, 1937, p 9, M/C. 21 June, 1941, p 7 and M/C. 16 August, 1982, p 16.
39. M/C. 4 August, 1945, p 4.
40. M/C. 13 August, 1952, p 4 and M/C. 28 February, 1953, p 2.
41. M/C. 29 January, 1970, p 1.
42. Letter to the author from Douglas Porter, secretary and registrar of the University of Queensland, dated 12 August, 1994.
43. Author interview with Robert Beatson, August, 1994, M/C. 29 September, 1973, p 11 and M/C. 16 August, 1982, p 16.
44. M/C. 17 February, 1988, p 3.

45. M/C. 14 January, 1948, p 5.
46. M/C. 15 January, 1948, p 5.
47. M/C. 1 July, 1957, p 1.
48. Author interview with Hugh Peddie at Maryborough, September, 1994.
49. Ibid.
50. Ibid.
51. M/C. 31 March, 1978, p 3.
52. M/C. 18 December, 1985, p 5.
53. M/C. 3 February, 1990, p 2.
54. M/C. 15 November, 1990, p 3.
55. M/C. 8 January, 1954, p 3.
56. M/C. 5 February, 1954, p 1.
57. M/C. 18 October, 1958, p 2.
58. M/C. 11 March, 1959, p 2.
59. M/C. 1 May, 1959, p 1.
60. M/C. 5 May, 1959, p 1.
61. M/C. 17 August, 1959, p 2.
62. M/C. 3 November, 1959, p 1.
63. M/C. 6 September, 1960, p 1.
64. M/C. 2 December, 1960, p 3.
65. M/C. 17 December, 1960, p 3.
66. M/C. 19 October, 1961, p 1.
67. M/C. 23 November, 1961, p 1.
68. M/C. 10 February, 1962.
69. M/C. 24 July, 1962, p 5.
70. M/C. 8 August, 1963, p 10.
71. M/C. 1 November, 1963, p 1.
72. M/C. 10 January, 1964, p 1.
73. M/C. 11 February, 1964, p 1.
74. M/C. 28 February, 1973, p 3.
75. M/C. 3 March, 1964, p 1.
76. M/C. 29 August, 1964, p 1.
77. M/C. 23 September, 1964, p 1.
78. M/C. 19 February, 1965, p 1.
79. M/C. 25 March, 1965, p 1.
80. M/C. 26 March, 1965, p 1.
81. M/C. *ibid.* p 4.
82. M/C. 30 March, 1965, p 1.
83. M/C. 1 April, 1965, p 1.
84. M/C. 10 April, 1965, p 11.
85. M/C. 9 October, 1965, p 1.
86. M/C. 25 February, 1967, p 5.
87. M/C. 8 October, 1965, p 9.
88. M/C. 28 February, 1973, p 3.
89. M/C. 12 February, 1972, p 1.
90. M/C. 5 April, 1972, p 15.
91. M/C. 20 May, 1974, p 7.
92. M/C. 28 May, 1974, p 5.
93. M/C. 30 June, 1980, p 1.
94. M/C. 13 August, 1983, p 3.
95. M/C. 25 August, 1983, p 3.
96. M/C. 6 October, 1983, p 5.
97. M/C. 19 November, 1983, p 1.
98. M/C. 12 June, 1984, p 17.
99. M/C. 11 August, 1984, p 3.
100. M/C. 27 May, 1988, p 6.
101. M/C. 19 June, 1985, p 1.
102. M/C. 15 February, 1989, p 2.
103. M/C. 25 October, 1989, p 3.
104. M/C. 10 November, 1989, p 1.
105. M/C. 6 July, 1985, p 9.
106. M/C. 12 July, 1986, p 1.
107. M/C. 19 August, 1988, p 3.
108. M/C. 15 April, 1989, p 14.
109. M/C. 13 December, 1989, p 3.
110. M/C. 7 November, 1990, p 5.
111. M/C. 17 January, 1992.



*The open air Bungalow theatre. Note the prominence of carrier J.D. Ruhle's advertisement directly beneath the screen.*  
Source - Maryborough, Wide Bay and Burnett Historical Society.

## Chapter Sixty-three.

### Cinemas, Feature Films and Documentaries.

The screening of films and film production in and around the Maryborough region has a diversified history. The first feature film was screened by a man named Verto in 1897 at the original town hall. Patrons at that historic first performance did not know what to expect and it was later reported that when a train on the screen came towards the audience, theatre patrons were thrown into panic and many started screaming.

Sid Fowler, a skating enthusiast, opened a skating rink in the show-grounds pavilion in 1908-09 and later showed pictures there, although it seems he had numerous problems, including the frequent breaking down of his petrol power plant. When this occurred he was forced to refund admission fees.<sup>1</sup> ('Rinking', as it was known, was one of Maryborough's favourite sports during the late 1800s, there was a large rink, known as the Albert Hall in Richmond Street near the present site of Negus's fruit barn).<sup>2</sup>

Fowler later formed a business called the Maryborough Amusement Company and purchased land where the Bungalow theatre in Kent Street was constructed. This was a roofless theatre with hessian walls. These walls were later replaced with galvanised iron but the structure remained open to the sky. During wet weather a tarpaulin was drawn across the opening to protect theatre patrons. If the weather was too poor the screening would be cancelled or moved to the city hall. Fowler's company was, sometime later, purchased by Brisbane based Birch Carroll and Coyle, which earlier had opened a theatre in Bazaar Street known as the Palace. After the First World War, B.C. and C. constructed a more modern theatre on the site of the Wintergarden theatre. There have been three theatres on this site, the first was known as the Airdome - as it was open to the elements. This was later updated and renamed the Summer Garden. Three years later a roof was added and it became the Wintergarden.

In April 1911 the Bungalow Picture Palace was the scene of an unfortunate accident. A beauty pageant was being screened at the time, the press later reporting:

As was predicted confidently there was a record attendance at the Bungalow Picture Palace on Saturday night. Long before 8 o'clock every unreserved seat had been taken and still the people were streaming up Kent street. Soon there was not even standing room, and many turned away determined to come some other night to see the galaxy of feminine grace and beauty that was to be screened and voted upon, that the winner might have the charm of wealth added to that of face and form. There must have been fully two thousand present.

Shortly before nine o'clock a great sensation was caused by the collapse of part of the long gallery nearest the Q.N. Bank. One theory advanced is that during the continuous stamping a brace became loosened, and part of the structure, on which were seated some two hundred people, slid forward and down. Luckily it was a gradual descent. But as it was it proved exciting enough. Women screamed and fainted, and immediately the wildest rumours were set afloat. As



Mr Fowler leaned from where he was operating to the ground he was greeted with the news that two men had been killed, and on making his way into the crowd he heard that half a dozen women had sustained broken limbs. This was anything but cheering - luckily it was also anything but true. The most serious injury was to Mrs Newall, who sustained a broken leg. Several women received minor injuries in the way of sprains and bruises, and were sent home in cabs which Mr Fowler immediately provided, and those who had fainted were removed out of the building into the open. In all five people were sent home.

In addition to injuries to persons two bicycles and three go-carts which had been left underneath the seats were badly damaged. Fortunately the occupants of the go-carts had all been removed. Dr. H.C. Garde and Mr E.E. Smith, Superintendent of the Ambulance Brigade, were on the scene almost instantaneously, and in a few minutes the other medical men of the town and Chief Senior Bearer G. Loose had also arrived as an exaggerated account of the affair had spread. Shortly afterwards however, Mr Fowler was able to calm apprehensions by stating positively the true facts of the case. The performance was then resumed, and gone through without further disturbance, though naturally the excitement took some time to simmer down. Mr Fowler remained at the Bungalow all night, seeing that nothing was removed, and in the morning the police took charge of certain monies which had been found. During yesterday a number of people called at the Bungalow for missing articles, which were restored to them, and others who lost any of their belongings are advised to call at the Bungalow where, if they have been found, they will be restored. Mr Fowler yesterday visited all the victims and in each case found them cheerful and sympathetic with himself. The gallery has been re-fixed and will be guaranteed sound for tonight's entertainment; but it is intended shortly to replace it with a more permanent structure, plans of which have already been made.<sup>3</sup>

Sydney Cook was one of the early picture-show men, he first came to Maryborough circa 1910. Cook travelled around the district showing silent films to audiences in Gympie, Maryborough, Childers, Mount Perry, Gin Gin and Bundaberg. At Maryborough his films were screened at the old temperance hall in Richmond Street. This hall was later used by Denhams as a bulk storage facility and was eventually destroyed by fire.

After the city hall had been fitted with a gas engine and an electric generator, Cook moved his screening operations there. Up to eight films would be screened in one night and these were sometimes accompanied by live vaudeville acts.

Fred Pratten was another of the original cinema operators, he showed his films in the Hibernian hall at the corner of Walker and John Streets. There was another open air theatre in Ferry Street, known as the Newtown Picture Palace (later Richers' storage depot), it was opened in 1915. The first talkie picture was entitled *The Jazz Singer* and featured Al Jolson. This was screened by Ted Sacre at the city hall in 1929. (*The Jazz Singer* was released in New York on 7 August, 1927, and according to Jacqui Hayes, an archivist with the Australian Film and Sound Archive, it would probably have been released in Australia the following year).<sup>4</sup> At that time the city hall operation was owned by Sacre's Sun Picture Company.

The Embassy theatre in Ellena Street - which eventually became the site of Boltons, was opened in 1935. This was later sold to Liberty Theatres and on 1 July, 1950, it was sold again to J.A. (Archie) Daniel. However, with the introduction of television during the 1960s, cinemas lost much of their popularity. The Embassy continued to be operated by Mr Daniel and his son Muir. Archie Daniel died in 1965 and the theatre closed in June the following year.<sup>5</sup>

In July 1960 the people of Maryborough enjoyed their first experience of a drive-in theatre when the Starline drive-in at St Helens commenced operations. Owned by a company headed by Bill Elson Green (later mayor of Hervey Bay), the drive-in formed one of three such theatres, the others being situated at Bundaberg and Ipswich. At that time there were only fifteen drive-in theatres in the state.<sup>6</sup>

In addition to bringing new and innovative methods of entertainment to Maryborough, the 1960s also brought to an end a tradition in the field of entertainment when the Bungalow theatre closed its doors in 1968. The end of this well known picture theatre was brought about for two primary reasons, the introduction of the Starline drive-in theatre several years previously, and the advent of television which tended, for the first time, to keep large numbers of people at home during the evenings. The Bungalow theatre in Kent Street first opened its doors in 1910 with a Charlie Chaplin movie. The last film screened there in 1968, the *Duchess from Hong Kong*, was produced by Chaplin. Manager of the Birch Carroll and Coyle owned theatre at the time was Jack Craig-Gardiner, who had achieved considerable fame for his various A.B.C. Radio comedy series. Craig-Gardiner

played the character of Greenbottle, and was later manager of the Bungalow theatre in Maryborough for thirty years. He died at Maryborough on 23 March, 1973. His son, John Craig-Gardiner, later became a well known television personality with SEQ 8.<sup>7</sup>

In April 1984 it was announced that the Wintergarden theatre would close in July that year, and that the Starline drive-in theatre was for sale. Both were still owned and operated by Birch Carroll and Coyle. A company representative stated at the time that extensive renovations would have to be carried out at the Wintergarden theatre to bring it up to modern standards, and with only a relatively small cinema audience in Maryborough, the expense could not be justified.<sup>8</sup> The final screening was held on the night of Saturday 7 July, 1984, and many Maryborough people took advantage of the last opportunity they would ever have of attending the cinema in Maryborough. The last films screened there that evening were *The Man From Snowy River* and *Phar Lap*. The following Monday the *Maryborough Chronicle* colourfully lamented:

The theatre was nothing to write home about. The acoustics were poor and it was as cold as charity in winter. But it has been the spinning wheel for a million memories since it opened in 1936, and many of the 'ghosts' that have haunted its seats must have danced a requiem after midnight last Saturday.<sup>9</sup>

In June 1959 famous Australian film producer and director Charles Chauvel, accompanied by Muir Daniel (later general manager of SEQ Television in Maryborough), met the mayor of Maryborough, Alderman R.A. Hunter. They proposed that a film be made on Maryborough which would then be shown, not only regionally, but also in Great Britain where it would have an audience of some two million people. It was an exciting project with enormous promotional potential. The cost of the film was to be approximately £3000, Chauvel providing half of that amount with the other half being found by Maryborough residents or businesses.<sup>10</sup> The concept quickly proved popular among local councils, and Mr L. Hayward, president of the Hervey Bay Ratepayers' Association, stated, '...provided the film was shown in Australia as well as overseas, the money would be a gilt-edged investment.'<sup>11</sup>

Chauvel may indeed have been able to put Maryborough on the world promotional map. Born at Warwick on the Darling Downs, he was brought up on Canning Downs station. He was the discoverer of such notables as Errol Flynn, Chips Rafferty, Peter Finch and Michael Pate, and was most famous for his films *Forty Thousand Horsemen* and *The Rats of Tobruk*. However, before he could bring the proposed Maryborough film to fruition, he died of a heart attack at his Sydney home aged sixty-two.<sup>12</sup>

Another offer for the production of a seventeen minute film was made by Sydney producer H.J. Pollock in August 1959.<sup>13</sup> However, the first professional film production in the Wide Bay region was made by a Cinesound production unit entitled *South of Capricorn*. The film featured Queensland rural industries and included scenes shot at Hyne and Son sawmills and at Walkers, the emphasis of the documentary was the role of electricity in industry.<sup>14</sup> Since then there have been many promotional films and television documentaries made in the Maryborough region, some concentrating on tourism and others, such as the *This Dawning Land* series made for SEQ Television during the early 1980s, being based on the region's history. These three programmes were written and produced by Tony Matthews and directed by Douglas Fraser.

In February 1976 film company Hexagon, in conjunction with the Australian Film Commission and Modern Film Productions, announced that the long awaited film based on the adventures of Eliza Fraser would be shot on Fraser Island. The production of this film had been mooted for many years and had once almost got into production with Vanessa Redgrave in the lead role. However, due to a variety of complications the production was postponed. Hexagon Films finally announced that Susannah York would play the part of Mrs Fraser and that shooting would begin on 19 March that year.<sup>15</sup> In fact the film was again delayed and the crew of forty-six people did not arrive at Maryborough until 17 April, 1976. The crew and cast, which included not only Susannah York but also Trevor Howard, John Waters and Noel Ferrier, stayed at the Eurong Beach Resort during filming.<sup>16</sup> The first shots of the film were made at Gataker's Bay, although, ironically, aboriginal people from Mornington Island had to be flown in to film the sequences involving Mrs Fraser's experiences with the original aborigines of Fraser Island. The film director was Tim Burstall who had previously directed the *Alvin Purple* films.<sup>17</sup>

The film later came in for some strong criticism over historical inaccuracies, and even during its early stages of production the Queensland Trades and Labor Council was voicing its concern that such inaccuracies could take place and that they would do, '...irreparable damage to tribal customs.' They demanded that a competent aboriginal historian and an authority from the Department of Anthropology of the University of Queensland be present as advisers during filming.<sup>18</sup> Hexagon Film's executive director, Mr A. Finney, soon afterwards stated that his company had employed five persons to help and advise on aspects of aboriginal history.<sup>19</sup>

The film was completed by late November and a special Australian preview was held at the Wintergarden theatre in Maryborough on 21 December, 1976. Susannah York appeared on stage and civic dignitaries arrived at the theatre in horse-drawn vehicles.<sup>20</sup> The people of Maryborough did not know what to expect from the film, and it only became clear during the first screening that this was not to be any serious attempt at drama. The press later reported, '...history has certainly been tampered with to introduce a number of unlikely coincidences ... those who went to the cinema last night expecting to be kept on the edge of their seats by the excitement ... would be disappointed.'<sup>21</sup>

Another film shot in the region was *The Mango Tree*, which opened at the Wintergarden on Friday 3 February, 1978. The film was based on the book of the same name and written by Ronald McKie. The story centred around the experiences of a young man growing up in country Queensland. Michael Pate's Pisces Productions purchased the film rights to the book in 1975 and his son, Christopher, was cast in the lead role. Most of the film was shot in Gayndah and at Walla Braham Stud property. Other cast members included Robert Helpman, Gerard Kennedy and Tony Bonner who played the part of a character based upon the life of aviator Bert Hinkler.<sup>22</sup>

In August 1981 parts of the \$1.8 million mini-series, *Silent Reach* were filmed at the disused Howard power station and at the site of the *Cherry Venture* wreck (q.v.). Financed largely by the U.S. publications *Washington Post* and *Newsweek*, which owned four U.S. television stations, the five hour mini-series starred Helen Morse and Leonard Teale.<sup>23</sup>

The most recent feature film to be shot on location in Maryborough was the Village Roadshow production entitled: *The Delinquents*. Featuring Australian actress and singer Kylie Minogue, the film was set during the 1950s and considerable changes had to be made to modern Maryborough to make the city appear as it would have during that time.<sup>24</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Sixty-three.

1. M/C. 16 August, 1957, p 2.
2. M/C. 2 June, 1989, p 2.
3. M/C. 17 April, 1911, p 2.
4. Letter from Jacqui Hayes, National Film and Sound Archive to the author dated 8 September, 1994.
5. M/C. 19 June, 1978, p 6.
6. M/C. 26 July, 1960, p 5.
7. M/C. 19 April, 1968, p 2 and M/C. 24 March, 1973, p 2.
8. M/C. 30 April, 1984, p 1.
9. M/C. 9 July, 1984, p 4.
10. M/C. 19 June, 1959, p 1.
11. M/C. 24 June, 1959, p 6.
12. M/C. 12 November, 1959, p 5.
13. M/C. 27 August, 1959, p 2.
14. M/C. 17 September, 1959, p 1.
15. M/C. 25 February, 1976, p 11.
16. M/C. 17 April, 1976, p 5.
17. M/C. 21 April, 1976, p 3.
18. M/C. 22 April, 1976, p 7.
19. M/C. 23 April, 1976, p 3.
20. M/C. 11 December, 1976, p 7.
21. M/C. 22 December, 1976, p 1.
22. M/C. 3 February, 1978, pp 10-11.
23. M/C. 25 August, 1981, p 1 and 4.
24. M/C. 22 April, 1989, p 3.



## Chapter Sixty-four.

### The Wrecking of *Cherry Venture*.

In July 1973 heavy winds and mountainous seas lashed the eastern seaboard of Australia. The low pressure system dumped record July rains over much of Queensland and the Mary River again went into flood. Sugar-cane farmers had their crops blown over by the gale-force winds and the people of Maryborough prepared for the worst. On 8 July during the height of the gale, a sixteen thousand tons cargo vessel named *Cherry Venture*, owned by a Singaporean shipping company and bound from New Zealand to Brisbane, was battling seas recorded as being forty feet high. Ironically, the *Cherry Venture* first got into difficulties thirty-eight years to the day after the *Maheno* had parted its tow rope. The skipper of the *Cherry Venture*, Captain Solomon, kept the ship head on to the seas with its engines racing, however, with the anchor continuing to drag, the *Cherry Venture* was being drawn inexorably towards the coast. The ship was only lightly laden and this was one of the main reasons for the tragedy. With the ship so light the propeller was largely out of the water and could not gain sufficient purchase, even at full speed, to hold the vessel against the pull of the tides. Finally the anchor cable parted and under the pressure of fifty-knot winds the ship grounded about a mile south of Double Island Point. The ship lay broadside to the beach with huge waves breaking over its sides, the spray reportedly reaching the tips of its masts. The lifeboats were manned by the crew and apart from the captain and five other men who stayed on board the vessel to assist with salvage, the remaining crew members all reached the shore safely. R.A.A.F. *Iroquois* helicopters were dispatched from Amberley to rescue the men, but, unable to continue with just two hundred yards of visibility, these were forced down at Maroochy airport. They were finally guided to the site of the wreck with the help of Sir Reginald Barnewall, a local charter service operator at Rainbow Beach. The helicopters left Maroochy airport in heavy rain and gale-force winds with clouds down to sea level. Sir Reginald told the press that, '...the ship was being battered like hell but was still whole.' The helicopters reached the scene with no further trouble and took the stranded crew-men to safety. A salvage tug, the *William R. Golding*, was dispatched from Gladstone to attempt to refloat the vessel, but this vessel also experienced severe weather which delayed its arrival at the scene of the wreck.<sup>2</sup>

The twenty crew-members rescued from the ship were all Asians, nationals of a variety of countries including the Philippines, Indonesia, Malaysia, Singapore, Hong Kong and China. They were taken to the Sleepy Lagoon Hotel at Tin Can Bay where they were temporarily accommodated in the beer garden. Hotel keeper Tony Anthony supplied them with steaks but this, according to Anthony, was not particularly appreciated, the crew members preferring rice and pork. Local people brought clothing and blankets, although the crew members had all brought a supply of clothing with them. Anthony stated, with perfect precision that, '...Cooloola Sands has gained another tourist attraction, that ship is on the beach for keeps.'<sup>3</sup> This was a sentiment echoed by local fishermen, many of whom believed that the ship could never be refloated. The sand had formed into a bank around the vessel and the *Cherry Venture* was actually afloat in its own pool, but it seemed clear that to refloat the ship it would have to be literally dragged back into the sea. The salvage tug arrived at the scene on the morning of Tuesday 10 July, 1973, but because of the appalling weather nothing could be done to attempt to refloat the ship. Salvage and diving expert, Joe Engwirda, was sent to the scene by the ship's owners to ascertain if a salvage attempt could be successfully made. At the same time officers from the Department of Customs and Immigration were sent to interview members of the crew.<sup>4</sup>

By 14 July several attempts had been made to refloat the vessel, all unsuccessfully, and there was growing uncertainty over the environmental ramifications. State and federal authorities were concerned that the ship might present an environmental problem, and if the vessel were to be abandoned, its fuel tanks would first have to be pumped dry.<sup>5</sup>

Despite these endeavours it seemed that, like the *Maheno*, the *Cherry Venture* was doomed. In February the following year salvage experts led by Peter Vaggelas and eleven crew members were still attempting to refloat the ship. Vaggelas had reportedly been contracted by the ship's owners, Sea Tanker Shipping Company of Singapore, to attempt the salvage, although Vaggelas had actually purchased the ship from the original owners. On the 6th of that month, during strong winds and a king tide, a salvage boat managed to refloat the ship - for a brief period - however, the tow line broke under the massive strain and the *Cherry Venture* was pushed fifteen yards higher up Teewah Beach where it grounded parallel to the shore.<sup>6</sup>

Another attempt was to be made on the following day but negotiations to use the Brisbane based tug *Carlock* broke down due to the tug's expense. Vaggelas had been quoted three thousand dollars for the work.<sup>7</sup>

The fourth attempt was made in June 1974. Peter Vaggelas had decided to build a miniature harbour around the vessel using sheets of corrugated iron, and to flood this harbour so that the ship would float in the slurry, after which it could be towed out to sea.<sup>8</sup> Yet nothing the owner did seemed to show any signs of success.

Numerous other attempts were made that year, the last near Christmas when the tow line again broke under the strain. Vaggelas decided then to postpone any further attempts until later in 1975 when the king tides again returned and when the winds would be more favourable.<sup>9</sup>

Vaggelas was optimistic of the outcome of his endeavours, despite the opinion of locals that the *Cherry Venture* was on the beach to stay. In September 1975 he was again attempting to refloat the ship, several attempts had been hampered because the ship had come to rest on pipes installed to pump out sand from the pond surrounding the vessel, but Vaggelas claimed that, '...if the weather remained favourable, the ship would be free by the weekend.'<sup>10</sup>

Vaggelas's optimistic outlook was not justified and the ship remained stuck fast. By April 1977 the many salvage attempts had cost Vaggelas approximately \$140,000 but the ship's owner remained unbeaten. He claimed that when the ship had been re-floated it would be worth up to one million dollars. On 27 April, 1977, a fire broke out aboard the vessel which largely gutted the bridge structure and destroyed radar and radio equipment with an estimated value of ten thousand dollars.<sup>11</sup>

In October 1977 a further attempt was made and for a while at least it seemed as though the ship would finally be salvaged. Steam was got up in its boilers and at high tide, with a channel dug out to deep water, tow lines were again used and the salvage tug managed to pull the stranded ship's bow onto the sea. However, at the moment of maximum pressure the anchor chain snapped and the ship was pushed starboard onto the sea. She had been moved forty yards from her original position.<sup>12</sup>

Finally the owner of the vessel gave up hope and the *Cherry Venture* was allowed to rust, forming another tourist attraction for the region.

\*\*\*\*\*

### Sources and Notes for Chapter Sixty-four.

1. M/C. 9 July, 1973, p 1.
2. M/C. *ibid*.
3. M/C. 10 July, 1973, p 2.
4. M/C. 11 July, 1973, p 1.
5. M/C. 14 July, 1973, p 11.
6. M/C. 7 February, 1974, p 1.
7. M/C. 9 February, 1974, p 5.
8. M/C. 1 June, 1974, p 5.
9. M/C. 17 January, 1975, p 11.
10. M/C. 3 September, 1975, p 3.
11. M/C. 28 April, 1977, p 15.
12. M/C. 11 October, 1977, p 1.

## Chapter Sixty-five.

### The Moffat Murders.

In the early hours of the morning of 22 September, 1977, Maryborough bank manager William Alan Moffat and his wife Edith Gilmor were shot in the head as they lay together bound and gagged on the floor of their bedroom in their house in Jupiter Street.

Today, almost two decades later, no one has been brought to justice for the killings and the crime remains one of Maryborough's most baffling murder mysteries. Even now, no motive has been found for the crime and a \$50,000 reward for information leading to a conviction remains unclaimed.

So who were the Moffats, and why did they suddenly become the target of an executioner's bullet?

Alan Moffat was the manager of the Maryborough branch of the C.B.A. Bank. He was respected and well liked in the community, and, according to subsequent police investigations, he had no known enemies. Edith, his wife was a popular lady in the city, a conscientious housewife and community worker. She had just been elected president of the St. Stephen's Uniting Church Guild. The pair had many friends and all who knew them spoke very highly of them. They were indeed, a most unlikely target for a cold-blooded and well planned gang-land style of killing.

On the night of their deaths each of the victims had gone to a separate function. Alan Moffat attending a church meeting and Edith going to a fashion parade with a friend. The following morning colleagues of Alan were concerned when he did not appear for work. Edith was due at a church meeting and also did not appear. As the hours dragged on one of the bank employees and a member of the church went to the house to investigate. What they found there was to profoundly affect the people of Maryborough.<sup>1</sup>

Alan and his wife Edith were lying together on the floor of their bedroom, their hands had been tied behind their backs with a distinctive type of pink cord, a cord the police later believed had been brought to the scene by the killer for this particular purpose. The victims were gagged with one of Alan's ties, their heads were resting on pillows, Alan had been shot with a .22 calibre weapon at close range behind his left ear. Edith had been shot in the back of her head. The police moved quickly into action and every shred of evidence was sifted for clues. But the burning question behind their investigations was why had the murders been committed? If the investigators could find an answer to that riddle, they would almost certainly find the murderer.

It was speculated that perhaps someone with a grudge against Alan Moffat may have been to blame. Did Alan refuse to approve a bank loan, and was the killing an act of revenge following the refusal? Bank records were checked and anyone who came into this category was thoroughly investigated. Another possibility was that they had been killed on contract by a professional murderer - and the evidence did seem to suggest many elements of cold-blooded professionalism. Others speculated that hippy hitch-hikers had broken into the house and killed the pair for fun - Charles Manson style. Manson had recently been convicted in the United States and details of his crimes and life had been widely publicized in the press for the previous four or five years. Detectives speculated that the Moffat murders were 'copycat' killings. No money or any other valuables were missing from the Moffat house, the keys to the bank were safe in a drawer, and a post-mortem examination revealed that Edith Moffat had not been sexually assaulted.<sup>2</sup>

Over the following months thirteen file books were compiled by the police. No weapon was ever found and the pink cord which police hoped would eventually lead them to the killer was in fact a common brand often used on interior clothes lines and therefore available almost everywhere. The killer had also been careful to remove his weapon's spent cartridges.<sup>3</sup>

However, there was one very significant clue. A white Valiant car was seen parked near the Moffats' house in the early hours of that fateful morning. It was described as being a 1964 or 1965 model sedan with a dark blue or black top and similarly coloured door sills. The car was never located by the police despite a nationwide search and it was thought that it could well have belonged to the killer.

Investigations finally led to a man named David Hunter, a person the police strongly suspected. However, Hunter was shot and killed by police as he ran from them after robbing a bank in Ashgrove, Brisbane in 1979. Hunter was known to have been holidaying in Maryborough at the time of the Moffat killings. Today there is no conclusive proof that he was responsible for the crimes.



An American clairvoyant finally gave the police some details which she claimed could solve the mystery. She stated that the killer was a man aged between twenty and thirty years who had approached Alan Moffat for a bank loan in order to finance a rock band. Alan refused, and, according to the clairvoyant, after a few days brooding, the frustrated killer struck.

In 1987 Queensland was linked with the national central fingerprint bureau and, using the solitary fingerprint they had found at the scene of the crime, they attempted to match the print with those of known criminals Australia-wide. However, the results of this investigation were unsuccessful.<sup>4</sup>

In 1989 police investigators again attempted to find clues in the bank records, but there was nothing in them which could have led to the killer.<sup>5</sup>

Today, the files and the reward remain open.<sup>6</sup>

### Further Death.

The decade of the seventies in Maryborough ended badly with the killing of a thirty-five year old woman named Joan Elsa Cross. Mrs Cross, the mother of an eight years' old boy, was working at the Carrier's Arms Hotel on the evening of Saturday 3 November, 1979, when a man wearing a stocking mask suddenly appeared in the bottle shop. He pointed a rifle at Mrs Cross and allegedly stated: 'Excuse me, I want the money.' Mrs Cross reportedly told him that he was not getting any and pushed the weapon to one side. She then turned from the man and walked away. The robber then shot her in the back. The police later stated that the weapon had been one similar to those used by hunters for pig shooting. After the shooting the man ran from the shop and disappeared over a back fence in Alice Street. Two men who had been sitting in a parked car near the hotel heard the shot, saw the gunman run away and courageously gave chase but lost the robber in the darkness. Police were immediately called and tracker dogs were brought in. Mrs Cross was rushed to hospital where she died an hour and a half later - her husband at her side. Police later released a description of the killer, a young man with a slim build and collar-length brown hair.<sup>7</sup>

A suspect for the shooting, eighteen years' old Michael Alan Cronau, was arrested on 7 November and appeared in the Maryborough Magistrates Court for committal hearings the following day.<sup>8</sup> He pleaded not guilty and was committed for trial at the Maryborough Circuit Court in March 1980.<sup>9</sup> On Thursday 6 March, 1980 he was found guilty of murder and sentenced to life imprisonment with hard labour.<sup>10</sup>

The Carrier's Arms Hotel seems to have experienced its share of ill fortune. In July 1980 it was again targeted for robbery, this time by a gang of safe-crackers who successfully broke into the hotel safe and stole \$8500.<sup>11</sup>

\*\*\*\*\*

### Sources and Notes for Chapter Sixty-five.

1. M/C. 23 September, 1977, pp 1-2.
2. M/C. 23 September, 1979, and M/C. 21 September, 1978.
3. *Courier Mail*, 19 September, 1989, p 19.
4. Ibid.
5. Ibid.
6. In addition to sources listed, see also, M/C. 24 September, 1977, M/C. 25 September, 1977, M/C. 28 September, 1977, and M/C. 12 October, 1977.
7. M/C. 5 November, 1979, p 1.
8. M/C. 8 November, 1979, p 1.
9. M/C. 19 December, 1979, p 3.
10. M/C. 7 March, 1980, p 3.
11. M/C. 12 July, 1980, p 1.

## **Chapter Sixty-six.**

### **Towards the Third Millenium, a Modern History of the City.**

#### **The Mary River Barrage.**

The 1980s in Maryborough was a period of considerable turmoil, both socially and politically. It was a time when new and sometimes innovative ideas were formed, ideas such as the highly controversial Mary River barrage system.

The barrage was designed to prevent sea water from flowing up river so that the fresh water up-stream would not be contaminated and therefore could be used for irrigation. There were to be two concrete barrages, one across the Mary and the other across Tinana Creek. They would consist of a system of pumping stations and canals. It was envisaged that the barrages would also provide for an expansion of agricultural assignments and would allow for a doubling of the sugar cane area to approximately 6600 hectares resulting in an increased sugar production of some forty thousand tonnes per year. The concept was the result of many years of research by the Irrigation and Water Supply Commission and the Department of Primary Industries. The design for the scheme had first been presented in 1977, but because of the lack of government funding the concept had lain dormant for many years. In July 1976 it had been estimated that the cost of the barrage system would have been approximately \$11.7 million. However, Australia was then suffering a very high inflation rate and by July 1979 it was estimated that the cost would escalate to over thirteen million dollars.<sup>1</sup>

Despite the promises of greatly increased usable agricultural areas, the scheme had a phalanx of detractors, one of whom was Frank Langer, a retired cane farmer with land fronting the lower Tinana Creek. Langer claimed that the research into the project had been insufficient and had overlooked the obvious fact that it would cause added flooding. He stated that mangrove breeding areas and some areas of rainforest would be destroyed after the barrage system had been installed.<sup>2</sup>

At a meeting held in the Q.C.W.A. hall Tinana on the night of Tuesday 7 July, 1981, a group of primary producers voiced their discontent with the Queensland Water Resources Commission and demanded that an environmental impact study be carried out before construction of the barrage was completed.<sup>3</sup> Farmers claimed that they were especially concerned with the problems of tidal surges, how they would affect the low lying country around Island Bend, and also the difficulties of added salinity. Kevin Mahoney of Yengarie was elected secretary of the Farmers' Protest Committee. In August that year the state government accepted the tender of Thiess Brothers for the construction of the barrage which was to be built at Yengarie.<sup>4</sup> That month the Maryborough City Council approved the building of the barrage.<sup>5</sup>

The barrage system was built during a period of continuing and considerable objection from much of the farming community - although the system certainly had its supporters. It was completed late in 1982 and the affects were immediate. Kevin Mahoney claimed that water above the barrage was being fouled with rotting vegetation, and tides were rising much higher than had been expected which resulted in substantial soil erosion.<sup>6</sup>

By January 1984, when the entire system had been completed, two barrages had been built with a pumping station, reticulation water works, and a series of levee banks.<sup>7</sup>

### **Heritage City.**

During the late 1970s and early 1980s there was considerable interest being taken in the historical value of Maryborough and district, and various organizations, including the Maryborough, Wide Bay and Burnett Historical Society, the Department of Tourism, National Parks, Sports and the Arts, and the Maryborough City Council, were all interested in further promoting this ideal. In 1982 a detailed plan was considered to create a copy of the old township which would have been a considerable drawcard for tourists. The township was to be complete with a schoolhouse, tavern, church, settlers' cottages, a blacksmith's shop, and to have licensed bars and restaurants.<sup>8</sup> The Old Maryborough Town Foundation was formed later that year with Cliff Knight as chairman, and representations for funding were made to both state and federal governments.<sup>9</sup>

This project finally ground to a halt but funding was found for other projects of important historical interest, including \$25,000 which came to the Maryborough City Council under a National Estate program. The money was to be used to carry out maintenance and restoration work on the mortuary chapel at the Maryborough cemetery and on historic Geraghty's store. The chapel had been built in 1883 by the Bundaberg firm of Clement and Sons. It was designed to provide shelter for families and friends attending funerals.

Geraghty's store in Lennox Street was erected in 1871 by Martin Geraghty. The business had originally been established by Martin and his brother-in-law Patrick Brennan, both Irishmen from County Kilkenny who had arrived in Maryborough aboard the *David McIver*.<sup>10</sup> They opened the store on 15 April, 1871. The two men sold all kinds of items including groceries, ironmongery and weapons. They owned a small orchard from which they stocked their store with fruits and preserves. If the shop became busy a pipe which connected with the residence on the north side of the store was tapped with a metal object in order to summon assistance. The pipe was also used as a speaking tube. Among the many items sold at the store were various home-made wines which proved extremely popular with customers. In February 1888 the press described the Brennan and Geraghty wine making operation claiming:

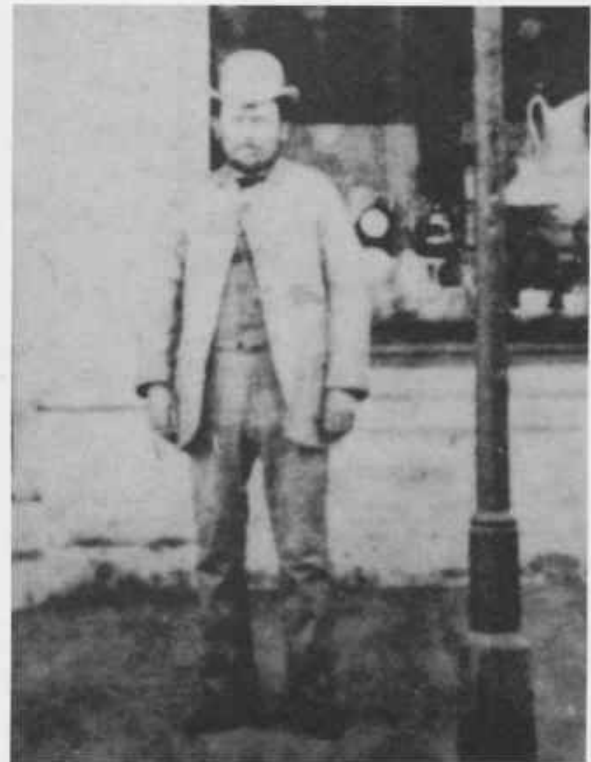
We had the pleasure on Thursday of inspecting the establishment which adjoins Messrs Brennan and Geraghty's store in Lennox Street. Of their late factory an addition of a three-storey building has been made, which is about 40 feet long and 20 feet wide, and the firm is now able to make both orange and grape wines on a more extensive scale.

Commencing on the top storey where the machinery is placed, the fruit is raised from the ground by means of a crab winch, and is taken in at two large doors on the side of the building. It is first passed through a pulveriser, which is placed over a 600 gallon wooden vat, made by Mr Hansen, of the One-mile. This machine, which is capable of crushing 15 tons of grapes per day, is placed on two parallel rails over the vat, and may be slid into position or otherwise as required. After the juice has remained a certain time in the vat, it is allowed to pass through pipes to the next floor where the fermenting casks are kept, and from here it is further brought down to the ground floor where it is fined and put away to age. There are here about 200 casks of orange wines, containing from 30 to 120 gallons each, all of which were made in 1887, the wine of 1886 being all disposed of about seven months ago, and gave general satisfaction. The bottling is done here, and the get up of the bottle is very good, a neat label with the name of the manufacturers being affixed to each, and the top covered with gold foil. They are packed in locally made cases of one dozen each; the contents are mentioned on one end and the name of the manufacturers on the other. At the present time they are getting up an order of 80 cases to be shipped to Brisbane next week. One thing we notice is that everything in the whole process is kept very clean, the water, being laid on at the top storey, allowing of this. The firm are at present bottling three kinds of wines, orange, orange tonic, and orange quinine, the wine made from the bitter fruit being extremely good, though many perhaps would like the stronger wine, such as orange quinine the best. The manufacturers are now prepared to supply these wines at a comparatively low figure. No grape wine was made last year, but this year they have already made about 1500 gallons, and expect to produce a far larger quantity next season.<sup>11</sup>

Martin Geraghty died in 1904 and, as Brennan had by then left the business, the store was taken over by Geraghty's son, George, who was sometimes known as the Midnight Grocer because of his habit of delivering groceries by cart or bicycle well into the night. George Geraghty carried on the business for almost seventy years. He died in November 1973.<sup>12</sup>

Geraghty's store was purchased by the Queensland National Trust in 1975. The decision to complete this purchase was made following a whirlwind tour by Peter Forrest, the director of the National Trust, and several other Trust personnel. These people were conducted on a hastily arranged tour by members of the Maryborough, Wide Bay and Burnett Historical Society, including Peter and Robert Olds, Peg Lewis, W. Mackay, Noela Goldsmith and Kit Mackay.

In May 1989 an appeal was launched to raise funds for the full restoration of the building. The appeal, chaired by prominent Maryborough businessman Warren Hyne, set a target of \$175,000 and was launched by the governor, Sir Walter Campbell, on 31 May, 1989. The National Trust of Queensland contributed \$40,000 and



Patrick Brennan. Tom Ryan Collection.



the Maryborough City Council pledged \$25,000.<sup>13</sup> Funds grew rapidly and the restoration of the store was completed by late October 1990. On 4 November that year the store was officially re-opened by the governor, Sir Walter Campbell.<sup>14</sup>

In June 1992, following the Fraser Island World Heritage listing, and subsequent compensation awarded under the Fraser Island Implementation Scheme, the National Trust of Queensland was offered two years' wages for a manager of the Brennan and Geraghty property. David Tate served as manager for almost a year when the position was taken over by Ken Brooks. The Wide Bay branch of the National Trust functions as a normal regional branch with some of its members giving volunteer service to the store.<sup>15</sup>

### Demolition of the Wesleyan Church.

Yet amid growing realization that Maryborough's history should be preserved and promoted, the Wesley Church on the corner of Adelaide and Alice Streets - a beautiful building which had been constructed one hundred years previously - was sold for demolition. Approximately eleven years previously the Wesley Methodist congregation had moved out of the church to begin their worship in the church hall, they claimed that the church was no longer safe, and, in fact, the building had been condemned. Many Maryborough people attempted to save the church, among them Richard (Dick) Elmer who put up one thousand dollars to start a fund aimed at buying the building. Substantial subscriptions were received but not in sufficient quantity to save the church.<sup>16</sup> During a meeting of the Maryborough City Council, held on the evening of Tuesday 12 July, 1983, aldermen voted against providing funds to save the church - despite the fact that \$10,000 had been raised through public subscription and much more had been guaranteed. Alderman Harry Goodwin was strongly against the purchase of the church and its ultimate conversion into a theatre, claiming: 'We're talking of money well needed around the community for other work. I don't believe this council should become a benevolent society and give people a home.'<sup>17</sup> After the meeting, Richard Elmer, president of the Save the Church group stated: 'It will be a battle, but we're still very hopeful.'<sup>18</sup>

On Tuesday 30 August, 1983, the Uniting Church of Australia's Synod Property Board announced that the church was definitely to be demolished, the various public groups and individuals had been unable to raise sufficient money to save the building.<sup>19</sup> Action to demolish the church was almost indecently hasty and contractors had begun work by the following day - even before the buyer had been publicly named.<sup>20</sup> Maryborough historian Merv Royle salvaged many items of historical interest from the church before it was pulled down. The purchaser of the site was the Wide Bay Burnett Electricity Board which planned to build a new headquarters there.<sup>21</sup>



*Wesley Church, now demolished. Source - Maryborough, Wide Bay and Burnett Historical Society.*



Wharf Street Precinct 1994. Source - author's collection.



Wharf Street Precinct 1994. Source - author's collection.

### Heritage and the Bicentenary.

Despite the demolition of this historic building, plans to promote Maryborough as a heritage site moved quickly ahead. Alan Brown, one of the most forceful influences behind the heritage theme, was determined to promote the region's major historical perspectives and the heritage concept received strong community support. In June 1985 the concept of the Wharf Street region being restored and presented as a historical precinct gained ground, receiving wide support from a number of people and institutions, including the Maryborough City Council, the Sugar Coast Regional Tourism Board, the National Trust and the state member for Maryborough, Mr Gilbert Alison. President of the Maryborough and Hervey Bay National Trust, Gavin Patterson - an architect specializing in restoration work - stated that the National Trust would head a drive to draw up a plan for the precinct and that such a plan was important to prevent *ad hoc* redevelopments being carried out.<sup>22</sup>



*The Rotunda in Queens Park, 1994. Source - author's collection.*



*Heritage markets, Adelaide Street, 1994. Source - author's collection.*

The Maryborough, Wide Bay and Burnett Historical Society played a significant part in promoting and aiding with the concept, as did two officers of the Maryborough City Council, Tom Ryan and Noel Harvey, both of whom carried out extensive research which, in association with the Maryborough Bicentenary Committee, resulted in a large number of plaques being placed at important historical sites throughout the city.<sup>23</sup>

One of the major bicentennial projects for Maryborough was also largely a result of the work of these two men. A \$42,000 development of the old township was undertaken by the Maryborough City Council. This included erecting rustic signposts and sketches of the buildings of the township around a walking trail to demonstrate to historians and tourists how the settlement would have looked after it had first been constructed.<sup>24</sup> The site was officially opened by Noel Hobson, Queensland president of the National Trust, on Australia Day, 26 January, 1988.





*Burying the bicentennial capsule 26 January 1989. Filled with memorabilia, the capsule is to be unearthed on 26 January 2088. Pictured, left to right: Fay Smith, Donna Suter, Kit Mackay, Diane Humphreys and Alan Brown, chairman of the Maryborough Bicentennial Committee. Reproduced with permission of the Fraser Coast Chronicle.*

The historical concept was supplemented by the introduction of a new system of street-stall trading to Maryborough. Entitled the 'Maryborough Heritage Markets', this concept belonged to Maryborough business-woman Loretta Bertoldo-Hyne who approached the Maryborough City Council and received strong support. Kent and Adelaide Streets were first closed for this type of trading on 6 November, 1987, and the marketing practice has grown dramatically from that time, attracting shoppers and tourists to the city in ever increasing numbers.<sup>25</sup>

The Maryborough Bicentenary Committee was first formed in 1983 when Maryborough businessman Richard Elmer called a meeting of interested persons in order to discuss general concepts for the bicentenary. Over the following years those concepts crystallized into several projects including the restoration of the bell tower at St Paul's, tree planting, the establishment of a bicycle track, the provision to schools of bicentenary kits, the heritage paver project and participation in the national beacons program. The Bicentennial Exhibition visited Maryborough from 5 to 8 August, 1988. Co-ordinator of Maryborough's participation in the exhibition was Sian Carlyon. Funding of \$2000 was also used to provide photographs of all the National Trust listed buildings in Maryborough. These photographs were taken by Nigel Kirkpatrick and for a period of one week, thirty six prints were displayed at St Paul's memorial hall.<sup>26</sup>

Historic Baddow House was also in the process of being renovated at this time. The new owners, Barry and Jan Christison, had moved from Brisbane to Maryborough for the specific purpose of living at the old house. Over the following years they succeeded in carrying out major renovations to Aldridge's home, and opened it to the public as a museum and tea rooms.<sup>27</sup> The official opening was made in May 1988 and coincided with the anniversary of the death of E.T. Aldridge.<sup>28</sup>

Brooklyn House at Howard, former home of the Rankin family, after lying vacant for many years, was also purchased and renovated in time for the Australia Day celebrations. The last Rankin to have lived at the house was Senator Dame Annabelle Rankin, daughter of Colonel Colin Dunlop Rankin, and later the Australian high commissioner to New Zealand. She died at the age of seventy-eight years in September 1986. The house was sold in 1969 to a man named Percival. He sold it to successful businessman Bernie Dowd in 1970 who carried out a modest amount of restoration work. Subsequent owners allowed the home to fall into disrepair until it was purchased by Jan and Terry Ward and finally opened to the public in 1988.<sup>29</sup>

During the Australia Day celebrations at Hervey Bay, a group of aboriginal people silently indicated their demonstration by raising the aboriginal flag, however, dancers from Cherbourg later gave the public a demonstration of boomerang throwing and ceremonial dancing. Among these dancers was a young man named Daniel Yock, who was to become the centre of a storm of aboriginal protest following his arrest and subsequent death in custody in 1993.

In June 1988 the Maryborough District Development Board proposed that, in line with the growing heritage concept, a character to be named Mary Heritage should be created to help promote the city's historical theme. Board manager Graham Moulden stated that the object of the idea was to stimulate the sponsorship of promotional material concerning Maryborough, and to arrange events and activities.<sup>30</sup> At the same time the federal government approved a twenty thousand dollars grant to pay for the Wharf Street Precinct Study. Geraghty's store was also granted \$6800 for the proposed restoration of the walls, floors and interior.<sup>31</sup>

The first Mary Heritage, Mrs Del Jensen, was officially appointed in July 1988.<sup>32</sup> Mrs Jensen was appointed with a retainer of \$100 per week, but the pressures of the many appearances finally saw her resign in September the following year.<sup>33</sup> She was replaced by Barbara Barringhaus the following week and in October Reg Lade was 'officially inducted' as the city's 'town crier'.<sup>34</sup>

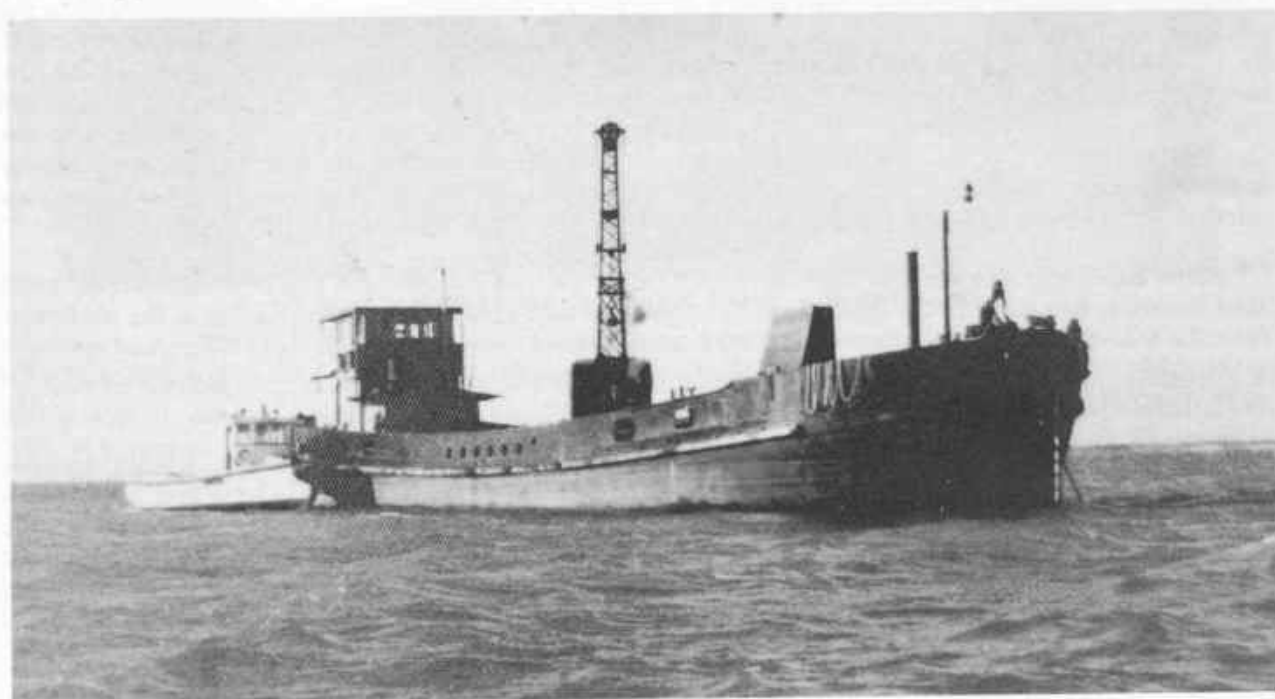
Barringhaus resigned from the position of Mary Heritage in November 1991 - claiming that a busy private schedule and an impending overseas holiday prevented her from continuing in the role.<sup>35</sup> She was replaced in January 1992 by Marjorie Green.<sup>36</sup> Green also resigned in November 1993 and Barringhaus again took over the role.<sup>37</sup>

## The Goori

At the time of this upsurge in the Maryborough heritage theme, one of Maryborough's most historic vessels still in existence, the *Goori*, was being prepared to be sunk to form a part of an artificial reef near Woody Island.

There were already a number of vessels on the reef, including the *Otter*, sunk on 31 July, 1969, the *Pelican*, which joined the *Otter* on 5 December, 1971, the *Lass O' Gowrie* (also known as the *Lass Gouri*) which went down on 28 July, 1973 and the *Kgari* sunk on 19 September, 1976.<sup>38</sup>

The *Goori*, originally named the *Gartmoor*, was built for the Adelaide Steamship Company in 1923 and was used for many years as a coastal steamer. She was later renamed the *Goondi* and in 1956 was sold to Maryborough timber interests for conversion to a lighter. She was then renamed *Goori*. Small diesels were fitted for steerage, although when loaded the *Goori* was always under tow. She was sold to Shane Rooney in 1987 and later resold for scrap. The Maryborough-Hervey Bay Artificial Reef Committee was to purchase the hulk for two dollars. Boat designer and builder Russell McNab was incensed, claiming that the vessel should have been preserved



The *Goori* near the artificial reef onto which she was later sunk, May 1974. Neil Simpson's collection.

as a museum and tied up to a floating dock on the Mary River.<sup>39</sup> Secretary of the Artificial Reef Committee, Frank Grant, disputed McNab's claim, saying that reconditioning the vessel would be too costly. He added that as the vessel had been built in 1923 it was 'not old' and had no real historical significance.<sup>40</sup>

The sinking of the *Goori* was scheduled for the following Sunday and a large number of tickets had been sold to spectators who would watch the event from a spectator vessel. However, a few days prior to the event the owners of the vessel stated that not all the stripping had been completed so the sinking would have to be postponed. The controversy continued. By November that year the fate of the vessel had still not been definitely decided. Robert Quill, a spokes-person for the owner, stated that the owner, whom he would not name, was overseas until the end of the year and no decisions could be made until his return. By this time, members of the Artificial Reef Committee were becoming particularly agitated. Committee secretary Frank Grant claimed that two hundred hours had been spent on preparing the vessel for sinking onto the reef and that if it did not go ahead compensation would have to be paid.<sup>41</sup>

By March the following year the difficulties and controversy had deepened. In January the vessel's mooring ropes had been interfered with and the *Goori* had been found adrift in the river. Several times after that the ropes were again found to have been tampered with and so the vessel was securely moored with chains. The harbour master at Gladstone, Captain David Wilson, - who was also responsible for shipping on the Mary River - stated that there was considerable difficulty in dealing with the problem because the ownership of the *Goori* had still not been established. Robert Quill, who continued to describe himself as a spokes-person for the owners, would still not release details of ownership.<sup>42</sup>

In late April 1989 the vessel began to take in water which caused a considerable list and resulted in damage to the old Wilson and Hart wharf where the *Goori* was then moored. Department of Harbours and Marine officials managed to pump out the water and stated that the *Goori* would be towed to a safer mooring at the mouth of the river.<sup>43</sup>

The *Goori* was finally sunk on the reef on 25 May, 1990.<sup>44</sup>



Neil Simpson, skipper of *Goori* 1959-1982. This photograph was taken at Wilson Hart's wharf prior to the vessel's 1000th trip to Fraser Island ca. 1979. Neil Simpson's collection.



## Heritage Paver Project.

Another concept aimed at promoting the heritage theme, and also a way of recording some of Maryborough's history, was the heritage paver project, the last project of the Maryborough Bicentenary Committee. Chairman of the committee responsible for the project, Alderman (later mayor) Alan Brown, stated in September 1988 that nine hundred pavers inscribed with a variety of details such as the names of the donors' pioneer families, would be laid at the Richmond Street entrance to Queen's Park before the end of that year.<sup>45</sup> In total approximately eleven hundred pavers were subsequently laid.<sup>46</sup>

## The Cobb and Co. Coach Run.

One of the most outstanding events of the bicentenary was that of the Cobb and Co. coach trip from Melbourne to Cairns made by antique coach and wagon collectors Elayne and Neville Lindley. Receiving widespread publicity throughout Australia, this epic journey probably did more than any other single event in promoting Maryborough Australia-wide as a heritage and historically important city.

As part of the 1988 Australian bicentennial project, Neville and Elayne Lindley, with the help of a dedicated team of eleven drivers and grooms, had been planning the trip for several years. This was a journey of almost four thousand kilometres which would take the group six months to complete.

Leaving Melbourne on 26 January and arriving in Cairns on 17 July, 1988, the total cost of the journey was approximately \$170,000 - most of which the Lindleys raised themselves.

The lovely old Cobb and Co. coach - renamed the Wandana Stage - was rebuilt in 1975, and during its heyday worked in the Surat region of Queensland..

When the plan had first been conceived the Lindleys estimated the cost of their journey to be around \$40,000, but escalating prices in the intervening years left a lifetime dream an almost impossible goal.

The Lindleys initially approached the Bicentennial Authority and although they received official sanction and recognition, no money was, at first, forthcoming. SEQ Television later announced that it would donate \$10,000 to the Lindley coach run. This was matched by another \$10,000 from the Australian Bicentennial Authority.<sup>47</sup>

During the epic ride the coach called at a host of major and minor towns and cities, including Sydney, where it crossed the Harbour Bridge, Newcastle, Brisbane, their home city of Maryborough, Rockhampton, Townsville and Cairns. Neville Lindley, who won the 1985 four-in hand combined driving championships at the Jondaryan Wool-shed, had no illusion about the enormity of the task he had undertaken. The logistics alone were staggering. His horses required around seventy tonnes of hay and grain for the actual journey, and, in order to have them in peak condition, another seventy tonnes were required for six months prior to the start. The harnesses, bridles, collars and other various pieces of equipment weighed around a tonne and the five teams of five horses used approximately twelve hundred horseshoes on the journey. Most of the specially trained horses were owned by the Lindleys, but two teams were sponsored, one by the Australian Stockman's Association and the other by a breeders' group.

With the support of five extra vehicles, including three large trucks, the group called at around eighty towns and cities along the way. They collected donations in each of them for the cancer research fund.<sup>48</sup>

The Lindleys returned to Maryborough in September 1988.<sup>49</sup> However, despite the city's heritage theme, this historic coach was later sold. Claiming that their collection had become too large to economically handle, the Lindleys auctioned a considerable percentage of their collection in October 1991. The Cobb and Co. coach was sold to Frank and Allison Robinson of Gayndah for a reported \$23,000.<sup>50</sup>

## Old Township.

In December 1988 the Heritage concept was strengthened even further with the release of a book by Tom Blake and Richard Allom which detailed a history of the original old township site. This site is unique in that, archeologically, it remains in its original condition. Other towns and cities have, of course, continued to expand and build on their original sites, whereas the old Maryborough township was simply abandoned and so the sites of all the old buildings and streets - such as they were - can still be found.

## Night Soil Ends.

In January 1989 the people of Maryborough celebrated the end of the night soil collection service by the symbolic blowing up of an outside toilet at the Lamington Aquatic Centre. Maryborough mayor, Alderman Ron Peters, lit the fuse of the replica time cannon and, as it detonated, a charge of explosives was used to destroy the toilet.<sup>51</sup> Night soil collection had, of course, been a standard municipal operation almost since the city had first been formed. Over the years there had been considerable debate concerning the methods used for the destruction of the night soil, from incinerators to chemical treatment. The employment requirements for a night soil collector make interesting reading. In 1928 the Maryborough City Council advertised for such a person. This employment description is included in the appendices. (Vol. 1).

## Arson.

As the heritage theme for Maryborough grew, there was particular concern over a spate of arson attacks against many Maryborough buildings. The arsonist had previously been responsible for a number of fires in the Doon Villa and other areas within a few kilometres' radius of the Maryborough police station. Between the months of March and September 1989, at least thirteen fires had been lit, mostly at public buildings such as schools. With Maryborough now being strongly promoted as a heritage city, there was particular concern that the arsonist would strike at one of the city's important historical buildings, destroying not only the buildings, but whatever historical documents or artifacts may have been inside at the time.<sup>52</sup> The problem was of such concern that a special police officer, Constable Louise Galwey, was sent from the Crime Stoppers' Unit in Brisbane in an effort to enlist the help of the public in tracking down the arsonist. By that time more than one million dollars' worth of damage had been done.<sup>53</sup>

In November 1989 the Insurance Council of Australia offered a reward of \$25,000 for the capture and conviction of the arsonist, this was backed by a further \$1000 reward offered by the Queensland Crime Stoppers' Unit. The arsonist was in the habit of lighting his fires in the early hours of the morning, and police called upon taxi drivers and shift workers to watch for any suspicious characters. Despite this, on 8 November, 1989, the arsonist struck again, this time causing more than \$200,000 worth of damage to the Maryborough T.A.F.E. College.<sup>54</sup>

In February the following year, by which time almost two dozen fires had been attributed to the arsonist, he struck again, this time causing approximately one million dollars' worth of damage to the historic city hall. The council chambers were totally ruined and another fire beneath the gallery of the main hall area had also caused extensive damage. Also destroyed in the fire was the beautiful inlaid clock made and donated to the council by former Alderman Ben Mason. (Another of these magnificent clocks is held at the Queensland Museum).<sup>55</sup>

Following the fire at the city hall, police action intensified. Four members of the Criminal Investigation Branch were assigned full time to the case and District Inspector Stan Rossow ordered that all persons seen walking the streets during the night were to be stopped, questioned and their names recorded.<sup>56</sup>

The first break in the case came on 9 February, 1990, although the police did not realize it at the time. Taxi driver Denis Brown collected a young man from the Queen's Hotel rank in Maryborough and his passenger asked him to drive to the Commonwealth Bank in Pialba. However, when the car was near the Susan River homestead the passenger suddenly asked Brown to pull over as he felt sick. Brown did as he was asked but his passenger took out a sawn-off rifle, told Brown to get out of the car, and stole the taxi which was later recovered by the police.<sup>57</sup>

Events then unfolded with unexpected rapidity. Soon afterwards, acting on information supplied by a number of witnesses, the police arrested a young man named James Kerrin Robinson who admitted to stealing the taxi and also admitted to being the notorious Maryborough arsonist. He appeared in court before W. Gormley, J.P. on 12 February, 1990, and was remanded in custody while further charges were being prepared.<sup>58</sup>

Robinson pleaded guilty at the June sittings of the District Court in Maryborough and was sentenced to nine years' imprisonment with consideration for parole within two years and nine months.<sup>59</sup>

The unique clock which had been presented to the council by former Alderman Ben Mason was a particularly devastating loss. The clock had been finely inlaid with more than twenty thousand pieces of timber and had certainly been a rare work of art. In November 1990 Ben Mason's son, John, and his wife Pam, donated another of the rare clocks to the council to replace the one lost during the fire. This was the first such clock made by Ben Mason, he had started work on it in October 1948 and it was not completed until August 1950.<sup>60</sup>

## Family History.

The heritage theme also saw the introduction of the Maryborough Family Heritage Institute, aimed at aiding people who wished to conduct genealogical research. The concept was first proposed in March 1989 in an endeavour to boost tourism and to provide source materials and facilities for family researchers. A steering committee was set up and submissions for funding were made to the state government. In May the following year Doctor Judith Grimes was appointed co-ordinator of the institute.<sup>61</sup>

In November 1990 the Maryborough City Council bid \$275,000 during an auction for the Civic Hotel - next door to the city hall. The hotel was passed in with a reserve price thought to be in excess of \$300,000, but negotiations continued.<sup>62</sup>

In December the council signed documents purchasing the hotel for \$300,000. Originally purchased for demolition in order to create added parking area within the C.B.D., deputy mayor, Alderman Graham Gauld, later stated that the building was of historic value to the city and would be used, '...for something involving the city's heritage.'<sup>63</sup> Shortly afterwards the council announced its decision to locate the Family Heritage Centre at the old hotel and the last drinks were served at the hotel on the night of 15 April, 1991.<sup>64</sup>

In late August 1992 Brian Earl was appointed the institute's new manager. Earl, former tourism manager of the Moree district, came to the position claiming that the institute should move ahead in an endeavour to place the amenity at the forefront of such research facilities in Australia.<sup>65</sup> Earl remained in the position for less than two years, resigning on Friday 13 May, 1994.<sup>66</sup>

In June 1993 plans were announced to have the institute transferred to the site of the old Maryborough police station and the institute was moved there in November that year.<sup>67</sup> In June 1994 the Maryborough City Council finalized an agreement to purchase the Environment and Heritage building in Wharf Street and at the same time announced plans to have the institute relocated there as soon as possible.<sup>68</sup> Karl Henne was later appointed manager of the institute, taking up his position on 25 July, 1994.<sup>69</sup>

## The Bond Store Museum

In May 1990 the Maryborough City Council accepted a quotation for \$7800 from Bechervaise and Associates of Norwood, South Australia to provide a feasibility study on the opening of a museum at the bond store in Wharf Street. Bechervaise was also the company commissioned to provide a study on the Wharf Street precinct. The council stated that the study would be used when applying to government authorities for museum funding.<sup>70</sup>

Two months later, in August 1990, Maryborough's mayor, Alderman Ron Peters, announced that the old bond store in Wharf Street would be converted into a museum. The museum would include a wide variety of displays including exhibitions of the histories of immigration into Maryborough, maritime activities, industry, housing and the domestic aspects of life in early Maryborough.<sup>71</sup>

In December 1991 a historic agreement was signed between the Maryborough City Council and the state government providing one million dollars for the landscaping of the Wharf Street precinct and the establishment of the bond store museum. The funding was provided as part of a \$37.7 million growth and development package from the state and federal governments.<sup>72</sup>

The bond store museum project was officially launched by the governor, Sir Walter Campbell, during Maryborough's heritage week celebrations on Monday 4 May, 1992. At the same time the first stage of the Wharf Street precinct project was opened by Environment and Heritage Minister Pat Comben and shortly afterwards Rollo Petrie, great grandson of explorer Andrew Petrie, unveiled a plaque in memory of the discovery of the Mary River in 1842.<sup>73</sup>

In May 1992 the museum's first director, Susan Rogers, was appointed. Ms Rogers had previously worked as curator of the Stockman's Hall of Fame at Longreach and had spent several years at the Art and Folk Museum in Armidale.<sup>74</sup>

The museum opened its doors to the public for the first time in October 1993 when the inaugural exhibition was unveiled. This was a display designed by a Brisbane consultancy, and was an introduction to future planned exhibits. Museum director Susan Rogers claimed that further displays would be ready by the end of the year and she hoped the museum would be open to the public seven days a week with largely volunteer staff.<sup>75</sup> Since that time the museum's collections and displays have grown with the careful addition of relevant acquisitions. For example, in December 1994 the city council took over ownership of the historic commercial vessel *M.V. Ella*, the vessel is to be restored by the Maryborough Motor Boat Club before being placed on display at the museum.<sup>76</sup>



## Fraser Island Management

In April 1991 a historic six point accord was signed by seven Queensland environmental groups which recognized the traditional ownership of Fraser Island. The accord supported the immediate cessation of logging, the permanent prohibition of sand mining on the island, and recommended that the island be nominated for World Heritage listing. Signatories to the accord included The *Badjala (Butchulla)* people, the Australian Conservation Foundation, Queensland Conservation Council, the Wilderness Society, F.I.D.O., the Wildlife Preservation Society and the Australian Littoral Society.<sup>77</sup>

After a two million dollars, fourteen months' enquiry, Tony Fitzgerald's report on Fraser Island was tabled in parliament in May 1991. The report recommended the phasing out of all logging on the island.<sup>78</sup> The contents of this report were received with considerable scepticism in Maryborough. The mayor, Alderman Alan Brown, immediately called for compensation and state member for Maryborough, Bob Dollin, was reportedly 'crushed' by the Fitzgerald recommendations. Warren Hyne, of Hyne and Sons, claimed that his company would have to cut its milling operations by seventy-five per cent.<sup>79</sup>

By late July the draft of a report prepared by the Fraser Coast Co-ordinating Committee had been prepared for state cabinet. The committee, jointly chaired by Hervey Bay mayor, Alderman Fred Kleinschmidt, and Maryborough mayor, Alderman Alan Brown, was formed to find ways to offset any negative results from the Fitzgerald report.<sup>80</sup>

In September Chris Hyne of Hyne and Sons announced that twenty-six workers would be retrenched that Christmas and another fourteen workers would lose their jobs by the end of the following year.<sup>81</sup>

The last log, a one metre in diameter brush box, was felled by timber-getter Graham Brady on Fraser Island on 6 November, 1991. Logging was officially allowed to carry on until the end of the year, however, by November the timber allocation had been completely filled, although there were still a considerable number of logs to be transported to Maryborough. The last log was hauled to Puthoo Creek and taken by a timber punt to the Boral sawmill at Hervey Bay.<sup>82</sup>

In December 1991 the state government announced that the timber company of Hyne and Sons had won the contract for a woodchip mill in the Tuan forest at Owanyilla.<sup>83</sup>

On 9 January, 1992, the timber barge *Hopewell* brought its last load of logs to Maryborough.<sup>84</sup>

World Heritage Listing of Fraser Island became official at the annual meeting of the World Heritage Committee in Santa Fe, New Mexico, in mid December 1992. Queensland Environment Minister Molly Robson almost immediately announced that a draft management plan for the Great Sandy Region would be released early the following year.<sup>85</sup>

Under the controversial Mabo legislation members of the *Dalungbara, Butchala* (sic) and *Ngulungbara* people pushed ahead with claims for seven islands, including Fraser Island, and a \$100,000,000 compensation package for economic and social loss. Aboriginal spokes-person John Lee Jones stated that the aboriginal people should also have a say in how the land was managed.<sup>86</sup>

In January the following year Jones, as chairman of the Dalungdalee Aboriginal Corporation, on behalf of the five thousand descendants of Fraser Island aborigines, stated that he and his people were ready for a native title court battle over the issue. Jones claimed that his group was seeking, '...hundreds of millions of dollars as compensation.' However, Premier Wayne Goss responded by announcing that the state government would take legal measures to strike out, '...bogus, ambit and in some cases offensive land claims.'<sup>87</sup>

## Council Move and Regional Promotion.

The Maryborough City Council administration staff moved from the city hall to its new offices in Demaine House in May/June 1991.<sup>88</sup> In March the following year it was announced that under the recommendations of the Electoral and Administrative Review Commission, Maryborough City and Woocoo Shire would merge, although the merger did not proceed.<sup>89</sup>

Since the introduction of the Heritage City theme, the Maryborough City Council has carried out an effective campaign to promote the region as one of the most interesting heritage locations in Queensland. For example, in February 1995 the council announced that it would spend \$18,000 on the first stage of a business plan designed at maximizing the potential of the sesquicentennial celebrations due in 1997 to mark the 150th anniversary of the arrival of George Furber at Wide Bay. Former tourism industry manager, John Craig-Gardiner was appointed by the council to research and design the concept.<sup>90</sup>

## Bus Deaths

On 24 October, 1994, twelve Maryborough people travelling on a bus near Boondall were killed when the bus crashed due to a mechanical failure. Those dead were, Josephine Feldman, Phoebe Miriam Eckert, Iva Harford, Mavis Gethings, Jean Gladys Deacon, Eileen Walter, Joyce Irene Paffey, Barbara Ann Retallick, Mary Lenthall, Rita Heath, Thelma Jean Short, and Luke Way. The deaths caused considerable anguish in Maryborough and a special commemorative service was later held in the city.

## Conclusion.

Since 1842, when that first small vessel wound its way up the Wide Bay River carrying Andrew Petrie and his party of explorers, the world has changed dramatically. Social customs have altered and historical perspectives have become more enlightened. Attitudes to past events are now based on the social realities of today, rather than the nostalgic traditionalism that emerged at around the turn of the century.

With this in mind, the writing of Maryborough's history has been a profoundly intriguing experience. Diversified subjects covered in these two volumes have created research situations equally as diversified. And the writing of this history has come at a time when we are faced with considerable moral, ethical and social questions as they relate to our history - especially concerning environmental issues, land management, aboriginal land rights and the Mabo legislation.

But despite these issues we have to look back at what has been achieved in the Maryborough region during the past one hundred and fifty years or so, and we have to acknowledge the endurance of those women, men and their children who arrived here, often in the face of considerable danger, to carve out a future for themselves and their descendants.

The history of Maryborough has not always been a pleasant one. As we have seen there have been episodes and actions taken by some colonists which today can be roundly condemned. Yet although this publication has focussed on many of these facts, it is the overall growth of the region, the wider historical picture, which is of the most importance.

In the plurality of two diversified cultures, the aboriginal and the European, the history of Maryborough has been colourful, curious, brutal, charming, exciting and at times even outrageous. Some would disagree with many of these adjectives, while others would surely claim that more should be added. But in the final analysis, no matter how one perceives the region's history, there can be no denying that looking back is both deeply interesting and intellectually stimulating, for, somewhere in the past, we may discover the key to solving the problems of our present and our future.

\*\*\*\*\*

## Sources and Notes for Chapter Sixty-six.

1. M/C. 11 July, 1979, p 3.
2. M/C. 12 July, 1979.
3. M/C. 8 July, 1981, p 1.
4. M/C. 27 August, 1981, p 1.
5. M/C. *ibid.* p 11.
6. M/C. 29 November, 1982, p 5.
7. M/C. 14 January, 1984, p 2.
8. M/C. 23 January, 1982, p 4.
9. M/C. 1 December, 1982, p 3.
10. M/C. 12 September, 1991, p 3.
11. M/C. 20 February, 1888, p 3.
12. M/C. 3 January, 1983, p 6 and M/C. 6 May, 1989, p 4.
13. M/C. 4 May, 1989, p 11 and M/C. 1 June, 1989, p 1.
14. M/C. 5 November, 1990, pp 1-6.
15. Private paper, Kit Mackay, November, 1994.
16. M/C. 30 June, 1983, p 12.
17. M/C. 13 July, 1983, p 1.
18. M/C. *ibid.*
19. M/C. 31 August, 1983, p 1.
20. M/C. 1 September, 1983, p 1.
21. M/C. 2 September, 1983, p 1.
22. M/C. 22 June, 1985, p 13.
23. M/C. 22 June, 1987, p 3.
24. M/C. 21 January, 1988, p 5.
25. M/C. 29 October, 1987, p 1.
26. Author interview with Kit Mackay, November, 1994 and with Donna Suter, March, 1995.
27. M/C. 22 January, 1988, p 5.
28. M/C. 20 May, 1988, p 3.
29. M/C. 13 February, 1988, p 9.
30. M/C. 9 June, 1988, p 1.
31. M/C. *ibid.*
32. M/C. 15 July, 1988, p 2.
33. M/C. 23 September, 1989, p 1.
34. M/C. 29 September, 1989, p 5 and M/C. 27 October, 1989, p 1.
35. M/C. 6 November, 1991, p 5.
36. M/C. 9 January, 1992, p 1.
37. M/C. 19 November, 1993, p 2.
38. Information supplied by Frank Grant of the Artificial Reef Committee.
39. M/C. 20 June, 1988, p 3.
40. M/C. 21 June, 1988, p 3.
41. M/C. 21 November, 1988, p 3.
42. M/C. 30 March, 1989, p 2.
43. M/C. 1 May, 1989, p 3.
44. Information from Frank Grant, Artificial Reef Committee.
45. M/C. 7 September, 1988, p 5.
46. M/C. 22 February, 1990, p 2.
47. M/C. 30 December, 1989, p 10.
48. Author interview with Neville and Elayne Lindley, 1986.
49. M/C. 9 September, 1988, p 1.
50. M/C. 21 October, 1991, p 1.
51. M/C. 2 January, 1989, p 1.
52. M/C. 12 September, 1989, p 4.
53. M/C. 14 September, 1989, p 3.
54. M/C. 9 December, 1989, p 1.
55. M/C. 2 February, 1990, p 1.
56. M/C. 3 February, 1990, p 1.
57. M/C. 10 February, 1990, p 1.
58. M/C. 12 February, 1990, p 1.
59. M/C. 30 June, 1990, p 1.
60. M/C. 5 November, 1990, p 5.



61. M/C. 14 September, 1991, p 1.
62. M/C. 14 November, 1990, p 2.
63. M/C. 14 December, 1990, p 5.
64. M/C. 16 April, 1991, p 1.
65. M/C. 2 September, 1992, p 4.
66. Family Heritage Institute files.
67. M/C. 7 June, 1993, p 3 and M/C. 20 November, 1993, p 1.
68. M/C. 30 June, 1994, p 1.
69. M/C. 27 July, 1994, p 2.
70. M/C. 16 May, 1990, p 2.
71. M/C. 17 August, 1990, p 5.
72. M/C. 18 December, 1991, p 1.
73. M/C. 4 May, 1992, p 1.
74. M/C. 29 May, 1992, p 5.
75. M/C. 2 October, 1993, p 3.
76. M/C. 17 December, 1994, p 9.
77. M/C. 4 April, 1991, p 1.
78. M/C. 22 May, 1991, p 1.
79. M/C. 23 May, 1991, p 1 and p 3.
80. M/C. *ibid.* p 3.
81. M/C. 18 September, 1919, p 3.
82. M/C. 7 November, 1991, p 1.
83. M/C. 19 December, 1991, p 1.
84. M/C. 10 January, 1992, p 1.
85. M/C. 15 December, 1992.
86. M/C. 23 October, 1993, p 1.
87. M/C. 25 January, 1994, p 1.
88. M/C. 5 June, 1991, p 3.
89. M/C. 20 March, 1992, p 1.
90. M/C. 24 February, 1995, p 3.

## Appendix One.

Encapsulated histories of important buildings within the city of Maryborough. The author is indebted to consultants Bechervaise and Associates for much of the information contained in this appendix.

### **Commonwealth Bank.**

Address: Adelaide Street.

Built in 1921 and designed by J. & H.G. Kirkpatrick, Sydney in association with architect P.O.E. Hawkes.<sup>2</sup>

### **Former Queensland National Bank.**

Address: 329 Kent Street.

Construction date: 1915.

Architect: Mr Faircloth.

Builder A.N. Stefferson, tender price £2997.<sup>3</sup>

### **Department of Primary Industries, (former Union Bank & Australian Joint Stock Bank).**

Address Kent Street, corner Richmond Street.

Construction date: 1882.

Builder French & Crystal, tender price £5378.

This building was constructed for the Australian Joint Stockbank in 1882 and was to include an adjacent shop to be let to Finney, Isles & Co. This branch of the Australian Joint Stockbank closed down in 1901 and in 1906 the premises were leased to the Union Bank with a right of purchase which in 1912, the Union Bank took up. The building was next occupied by the Department of Primary Industries as a government office.

There is a single-storey brick residence behind the bank, facing Richmond Street. It has been variously described as a housekeeper's or a manager's residence.<sup>4</sup>

### **Stuparts Building.**

Address: Kent Street corner Bazaar St.

Construction date: pre-1885.

This building was erected prior to 1885 by Stuparts, who established themselves as an emporium in Maryborough in 1871. Major works were undertaken in 1925. The old fashioned verandahs were removed from the outside.<sup>5</sup>

### **Maryborough Post Office.**

Address: Bazaar Street.

Construction date: 1869, clock tower added 1879.

Architect: government architect.

This two-storey post office was constructed in 1869. The clock tower was added in 1879, reputedly to the design of George Negus. Queensland's first country telephone exchange was installed in the Post Office in 1882.<sup>6</sup>

### **Shops and Former Theatre.**

Address: 272-294 Kent Street.

Architect: Kabery & Chard, Sydney in association with P.O.E. Hawkes.

Builder: H.G. Nielson.

This building complex was originally erected as the Wintergarden theatre in 1936. The theatre was remodelled extensively in the 1950s and the garden was replaced with a modern foyer.<sup>7</sup>

The *Maryborough Chronicle* in August 1957 reported that during this renovation, multi-hued porphyry stone, polished Queensland maple doors and a striking colour scheme had been combined to make the front of the Wintergarden theatre in Kent Street, '... one of the most modern of its kind in Australia.' The porphyry had been quarried at Zillmere and this was the first time that porphyry had been used in building construction in Maryborough.<sup>8</sup>

**Court-house** (former Lands Department Office).

Address: Richmond Street.

Construction date: 1874-1877.

Architect F.D.G. Stanley.

Builder: John Thomas Annear, £7345.

The court-house was built on the site of the original immigration barracks. (See Chapter Sixteen for a description of the barracks).

Tenders for the erection of this building were called on 20 October, 1875. The contract was won by John Thomas Annear and the contract price was £7345. The work was completed on 20 September, 1877.<sup>9</sup>

**Government Office Building.**

Address: Wharf Street corner Richmond.

Construction date: 1940.

Architect: G.R. Beveridge.

This building was erected on vacant land adjacent to the court-house. The building was designed to complement the court-house.<sup>10</sup>

**Customs House.**

Address: Wharf Street corner Richmond.

Construction date: 1901.

Architect: Commonwealth government architect.

The customs house was built in 1901 to replace an earlier timber structure which had been erected in 1861.<sup>11</sup>

In 1960 the *Maryborough Chronicle* reported:

This handsome building typically English mansion style stands at the corner of Richmond and Wharf Streets. There until Urangan jetty rail and road transport took over, the tall masts of dozens of ships constantly cast their long shadows over the busy wharves. The well preserved brick and concrete building replaced the original rambling customs and excise structure built in 1861. Part of that building is still in use as H. M. warehouse at the rear boundary of the Custom's House in Wharf Street...

When the original building was pulled down, part of its timbers became the kitchen of the then Riverview Hotel, now the Criterion Hotel on the opposite side of the road. Maryborough was declared a port of entry in 1859.<sup>12</sup>

**Bond Store Museum.**

Address Wharf Street.

Construction date: 1869

The bond store was constructed in 1869, the building occupies a steeply sloping site next to the customs house.

Together with the post office, the bond store is the earliest surviving substantial building in the city centre. It is constructed of sandstone brick on a sandstone base.<sup>13</sup>

**Family Heritage Institute,**

**(formerly National Parks & Wildlife Building and Bank of NSW).**

Address: Wharf Street, corner Richmond.

Construction date: ca. 1878.

This building was erected during 1878 and replaced an earlier single-storey timber building.<sup>14</sup>

**Pathology Building (former Royal Bank of Queensland).**

Address: 295 Kent Street.

Construction date: 1888.

Architect: Victor Carandini.

Builder: George Negus.

The Royal Bank of Queensland purchased land in Kent Street in 1888 for the purpose of erecting a branch bank.

The bank was built during 1888. The Royal Bank of Queensland merged with the Bank of North Queensland in 1917 to form the Bank of Queensland which was then taken over by the National Bank in 1921. The house was also used as a residence and was later converted into flats.<sup>15</sup>



**Kinne Building, now Berefords.**

Address: 382 Kent St, corner of Adelaide St.

Construction date: 1908 or earlier.

Architect: Henry Palmer.

According to the parapet, this building was constructed in 1908. However, the 1885 map of Maryborough shows a masonry building on this site and it could have been erected at this date.<sup>16</sup>

**Mayfair Boarding House, former Engineers' Arms Hotel.**

Address: Kent Street corner Bowen.

Construction date: 1870.

This building was erected in 1870 as the Engineers' Arms Hotel and later became known as the Strand Hotel. The building has an unusual form, resulting from its location on a wedge shaped site.<sup>17</sup>

**Royal Hotel.**

Address: Kent Street corner Bazaar.

Construction date: 1901 (replaced two earlier hotels on site). 1934 - erection of cantilevered awning.

The Royal Hotel is Maryborough's oldest hotel the original licence being the Bush Inn at the old Maryborough township. Trading commenced in 1848 by E.T. Aldridge who relocated his inn to the new township in 1857. Aldridge subsequently erected a double-storey wooden hotel which was taken over by Richard Matthew Hyne in mid 1873. Hyne planted pine trees in 1878 at the hotel entrance and put in a circular driveway. In 1900, the decision was taken to rebuild the hotel in brick. In 1901 a competition for the design was held. Eaton & Bates of Rockhampton were chosen.<sup>18</sup>

**Post Office Hotel.**

Address: Bazaar Street.

Construction date: 1889.

The original Post Office Hotel was timber.<sup>19</sup>

**Queens Hotel.**

Address: Kent Street corner Adelaide St.

Construction date: ca. 1885.

The building had a two-storey verandah of cross-patterned verandah balustrading and cast-iron frieze work to the ground floor.<sup>20</sup>

**Central Hotel.**

Address: Ellena Street corner of Adelaide.

Construction date: ca. 1900?

Architect 1938 - P.O.E. Hawkes.

A wooden building occupied this site in 1885.<sup>21</sup>

**Gataker's Building & Warehouse.**

Address: 305 Kent Street.

Construction date: ca. 1879?

The wine and spirit merchants, Graham & Gataker Pty. Ltd. was founded in 1879. This building was erected at this date or soon after. The rear warehouse building, an 1850s construction, is a two-storey brick warehouse which survives substantially intact.<sup>22</sup>

**Child Health Centre.**

Address: Kent Street.

Construction date: 1924.

This single-storey building was erected in 1924 as a maternal and child welfare centre.<sup>23</sup>

**The Gas Company.**

Address: Bowen Street.

Construction date: 1878.

Maryborough Gas and Coke Company Limited was formed in 1878. The company was taken over by the Gas Supply Company in October 1961. It continued to be a coal gas plant until 1965 when it was changed to a reforming plant using liquefied petroleum gas.<sup>24</sup>

**Mortuary Chapel, Cemetery Kiosk.**

Construction date: 1883.

This building was constructed to serve as a shelter for mourners awaiting the arrival of the hearse at the cemetery.<sup>25</sup>

**Dominion Milling Company.**

Address Kent Street.

Construction date: 1890.

In 1888, R.M. Hyne the member for the Legislative Assembly called a meeting of the Maryborough Chamber of Commerce intending to promote a flour mill in the town. In October 1892, a new mill owned by Messrs Creaser & Emmet was opened in Kent Street and local farmers were encouraged to grow wheat. The mill was subsequently purchased by the Dominion Flour Milling Company and in 1919 the fence, gates and smoke stack for the mill were built from bricks salvaged when the chimney at Aldershot smelting works was demolished. (See Chapter Fifty-two for details of the works and the demolition of this chimney).<sup>26</sup>

**Geraghty's Store.**

Address 64 Lennox Street.

Construction date: 1871.

The store was constructed in 1871 by Martin Geraghty and Patrick Brennan. As well as groceries and proprietary lines, the men retailed goods they manufactured at a three-storey factory nearby, which included such things as wines, vinegar and pickles. They also owned large areas of land at Tinana, where they developed orchards of grapes, passionfruit, custard apples and citrus, which were used to produce goods for the store. The factory was the largest of its kind in Queensland at the time and was renowned for its orange wine. (For further details see Chapter Sixty-six).<sup>27</sup>

**Band Rotunda and Fairy Fountain.**

Address: Queens Park.

Construction date: 1890.<sup>28</sup>

The fountain was a gift to the city from Miss Janet Melville. Janet Melville left large sums of money to many Maryborough organizations including the Maryborough hospital.

The trustees of Janet Melville's will authorized the then member for Maryborough A.H. Wilson, to investigate suitable fountains during a visit to Scotland. Wilson selected the fairy fountain at the Glasgow International Exhibition. The fountain, and the superstructure of the bandstand, arrived in Maryborough on 31 December, 1889.

The iron fountain was originally erected under the roof of the bandstand. This proved impractical and about 1905 the fountain was placed in its present location.

A report from the *Maryborough Chronicle* of 6 March, 1890, describes the fountain:

From the centre of a large basin rises a column, with griffin heads round the cap which will spout water from their mouths.

On top of the column are three cranes in various attitudes and from the centre rises a funnel-shaped tier out of which springs another of similar design, but smaller, and in the centre of this is a golden cherub clasping a horn-of-plenty from which a jet of water is thrown upwards.

Early this century it was decided to raise the stand about 3 feet after the fountain had been removed, so the audience could get a better view of the musicians who frequently gave concerts.<sup>29</sup>

(For further details on Miss Melville and her family see Chapter Forty-four).

### St Paul's Church of England.

St Paul's at the corner of Ellena and Lennox Streets is among the city's oldest examples of ecclesiastical architecture. It was consecrated on 30 August, 1879. The bell tower and bells were erected by E.T. Aldridge in 1887. Aldridge, a foundation member of the church, donated the tower and bells in memory of his wife, Maria Aldridge. The cost was £3500.<sup>30</sup>

In 1929 the *Maryborough Chronicle* published a detailed history which claimed:

St Paul's was originally built of pit-sawn timber. The corner posts acted as post and block in one. The sleepers were of ironbark or spotted gum, squared out of round timber and rested on a shoulder in the corner posts, each sleeper having a tongue dovetailed into the post. The slabs were vertical and fitted into grooves in the sleeper and wall-plate. The nails and spikes were hand-forged. The furniture was very primitive.

The first Rector of the parish, licensed by the Bishop of Newcastle, in whose diocese the parish was then included, was the Rev. E. Tanner, who arrived in the same year as the church was built, 1852.

Ill-health forced Mr Tanner to resign, and he was succeeded by the Rev. T.L. Dodd, who was incumbent from 1854 to 1857. Towards the end of 1856 the new township was developing rapidly, owing to the fact that deep anchorage was necessary for the larger vessels which were arriving, and the population of the first settlement began, therefore, to diminish, with the result that, after Mr Dodd's arrival it was considered necessary to secure a piece of ground so that the church could be removed. A central block of ground was secured at one of the early land sales for £21, and the slab church was pulled down and re-erected on the present vacant corner in Lennox Street at a cost of £40. A vestry and belfry were added to the church and the bell was used not only to call people to the church, but also as a warning when a fire occurred in the township. The Rev. R. Postlewaite followed Mr Dodd in 1857, and remained until 1858, after which there was no resident clergyman 'till 1861. In 1857 the first Rectory was built, and was regarded as a remarkable achievement, being much in advance of anything then existing.

Rev. D.C. MacKenzie, B.A., was appointed incumbent of the parish in 1861, and remained until 1863, when he was succeeded by the Rev. H.A. Poole, M.A., during whose incumbency, in 1866, a new wooden Church was erected where St. Paul's now stands, and it was regarded as a model of architecture and workmanship. It cost £300, and of this amount £276 were in hand before the work commenced and, the remaining amount of £24 was soon raised. All the fittings were of cedar and were considered quite an innovation in local church history. It was dedicated by Mr Poole on Trinity Sunday, May 27th, 1866, and for the occasion it was decorated with evergreens arranged in triangles to represent the Trinity. One former parishioner provides the information that no flowers were used, because the parishioners regarded them as being too ritualistic. Choir boys made their appearance in surplices at this dedication.

In the report of the dedication of this wooden church it is recorded, 'that the collection was not large, as no unusual effort had been made to attract worshippers, no clergyman having been able to leave his own portion of the vineyard to preach upon that occasion. The service of dedication took place in the morning.'

...Mr Poole left for Tasmania in 1867, and was succeeded by the Rev. H.C. Claughton, M.A., who left at the end of the same year. His successor, who arrived in March of the following year, was the Rev. C.C. Danvers, a clergyman who was ordained in the colony by Bishop Tufnell. After an incumbency which exceeded four years, Mr Danvers' health compelled him to leave for England, and Mr Tanner, who was the first clergyman at the Old Township, returned to take charge of the parish in January, 1873. It was during this incumbency that the duties of the Rector were restricted to Maryborough and the district in the comparatively immediate vicinity. Hitherto, the parish had extended over the Burnett, Port Curtis and Wide Bay districts, and such an extensive area obviously necessitated much absence from the centre and a very great deal of arduous riding. Maryborough continued to grow, and it was found necessary, while Mr Tanner was Rector, to extend the wooden church, which was built in 1866, so that the seating capacity should be 400. Mr Tanner resigned in 1875, and he was succeeded by the Rev. J.H. Zillman, who remained



but a few months and left in May, 1876. In the following month the Rev. T. Holme ... at once set to work to free the church of a debt which had grown during the few preceding years, and his efforts were soon crowned with success. It was not long before plans for a new brick church began to take shape and the wooden church was removed bodily (no small task in those days) to a position near Adelaide Street, where the Memorial Hall now stands. After the creation of the brick church, the wooden church was used as a parish hall and Sunday School until 1919, when it was sold for £90, taken down, and re-erected as a house and barn on a property on the Mary River.

In 1877 a move was made to erect a new brick church, which would be more in harmony with the other progressive institutions of the town, and at a meeting of parishioners on June 5th it was decided to obtain plans and specifications. Several plans were offered free of charge, and eventually those of Mr F.D.G. Stanley were accepted. Mr Stanley was appointed architect and Mr J. Robertson foreman of works and both these gentlemen gave their services to the Church ... the tender of Messrs Caldwell and Taylor was accepted, and the work of building St Paul's was started at once. The foundation stone was laid on March 21, 1878, by His Excellency Sir Arthur Kennedy, Governor of Queensland. The Rev. T. Holme, assisted by the Rev. A. McLaren, officiated at the ceremony, and there was an extremely large gathering of all denominations. Among those present were the Hon. John Douglas, the Mayor and Aldermen and many prominent citizens. At an appropriate stage in the proceedings, Mr Henry Palmer presented His Excellency with a silver trowel. A tin box, containing the usual documents, was placed in a cavity in the stone ... The total cost of the building was £6026/14/3d.

Mr Holme left the parish in December, 1880, and he was immediately succeeded by the Rev. R.R. Eva, A.K.C.L., who completed almost 27 years of most devoted work in the parish. In 1886, Mr Eva, as he was then called, was appointed Rural Dean of the Wide Bay and Burnett, and in 1892 he was made an Honorary Canon of St Luke's Pro-Cathedral, Brisbane. It was during the Canon's incumbency that the massive tower with its fine peal of bells and the daughter churches of St Thomas, Newtown, and Christ Church, Granville, were built, the two former being built by Mr Aldridge in memory of his wife. The following information regarding the bell tower will be of general interest: It was built in 1887, and, together with the nine bells, cost £3500. Mr J. Buchanan was the architect and Mr J. Thomas was the builder. The bells were hung by Messrs John Walker & Co, now known as Walkers Ltd.<sup>31</sup>

Architect: hall - P.O.E. Hawkes, church - F.G.D. Stanley  
Builder: hall - W.E. Ferguson £700 furnished.<sup>32</sup>

### **Wesley Methodist Church.**

Wesley Methodists held their first service in Maryborough in the old court-house in 1863. Reverend Hughes was the minister. The first Wesley Methodist church in Maryborough was opened on 18 September, 1864. It cost £3889/19/6d. The Wesley Methodist Church was opened and dedicated on 16 December, 1883. The ceremony was performed by Reverend J Spence, a former minister.<sup>33</sup> (See Chapter Sixty-six regarding the demolition of this church).

### **St Stephen's Church.**

Builder Fritz Kinne.

St Stephen's Presbyterian Church corner of John and Sussex Streets is noted not only for the beauty of its architecture but for the magnificence of its spire. Steps to establish the Presbyterian cause in Maryborough were taken on 16 February, 1863 when a public meeting was held in the court house. Reverend G.M. Reed became the first minister. A brick church which later became the Sunday School hall was opened about 1866. The Reverend J. Knipe became minister in September 1867. He served for forty-one years. The foundation stone of the present St Stephen's Church was laid on 8 October, 1880, and the church was opened on 20 November, 1881. The fence and gates in front of the church were erected in 1927 in memory of Maryborough businessman Robert Hart.<sup>34</sup>

**St Mary's Roman Catholic Church.**

Address: Bazaar Street end of Wharf St.

Construction date: 1869/71.

Architect: 1936 remodelling: P.O.E. Hawkes. Builder 1936 H.G. Neilsen.

Among Maryborough's most outstanding examples of classic architecture is St Mary's Roman Catholic Church. The foundation stone of the original St Mary's Church was laid in 1869. It was opened in 1871 when its main entrance then was from Bazaar Street. In 1862 Dean Tissot, a French Priest, became the first parish priest in Maryborough. Dean Tissot later returned to France.<sup>35</sup>

The church was extensively remodelled in 1936 to the design of P.O.E. Hawkes.<sup>36</sup>

**Central School.**

Address Kent Street.

Construction date: ca. 1870.

The Maryborough Central School main building was originally constructed as the second immigration barracks for Maryborough. In 1862, tenders were called for six wooden huts with shingled roofs to house the immigrants and these were built where the court-house now stands. These small huts proved totally inadequate and consequently a much larger barracks was built at the corner of Kent and John Streets. During the 1870s the immigration barracks was converted to a Central School.<sup>37</sup>

**Infant School.**

Address Kent Street.

Construction date: ca. 1880.

Architect: government architect.

The original Maryborough State School was established on the corner of Alice and Lennox Streets in 1865. Another building was added after 1872, but these buildings became overcrowded and an alternative school site was sought. The land in the block bounded by Kent, Fort, Sussex and Ferry Streets had been reserved for school purposes and in 1876 it was proposed that the immigration barracks at Maryborough should be transferred to the Department of Public Construction, to be used as a state school and that the state school buildings would be transferred to the Colonial Secretary's Department to be used for immigration purposes. Hence the swap was undertaken. During the early 1880s the Infant School building was constructed adjacent to the immigration barracks.<sup>38</sup>

**The Grammar Schools.**

The Maryborough Grammar School for boys and girls was opened on 5 September, 1881. The Girls' School, as a separate entity was opened in 1883. Both schools came under the administration of the state government in 1936 and were operated as separate State High Schools. In 1974 the schools were amalgamated to become the Maryborough State High School. The Girls' Grammar School became the central building of the school and the former Boys' Grammar School was used as a college of technical and further education. First principal was James Murdoch 1881-1885, who was succeeded by C.F. Vaughan, 1885-1890. Then came James Thompson who guided the destinies of the school up till 1910.<sup>39</sup>

In 1960 the *Maryborough Chronicle* reported:

The Girls' High School is another fine example of the solid beauty Maryborough's early architects incorporated in the designs of public buildings no matter how utilitarian the purpose of the structure. The school, its magnificent shade trees and spacious lawns have the appearance of having being plucked from the Georgian rural England. The school, originally known as the Maryborough Girls' Grammar School, was built in 1883. For some time before this the 26 girls who formed the first classes had been allotted a portion of the Boys' Grammar School. First Principal of the school was Miss Emma Budgett who was appointed from the Victorian College Essendon, on 4 May, 1881. Present Principal (1960) is Miss M. Hegarty.

The school, to which additions have been made in the past few years, cost £3396 to build, the first big addition was in 1891 at the cost of £2300. In 1936 the Maryborough Girls' Grammar School and the Boys' Grammar School became the first experiments in the state of conversion into high and intermediate schools. Before that they were controlled by boards of trustees and were run under partial government subsidy.<sup>40</sup>

**Maryborough West State School.**

Address: Corner of North and Ariadne Streets.

The first school was opened in July 1886 and on the first arbour day, about 1888, children planted a row of Cook Island pine trees. Additions included a seventeen-roomed modern school, the main portion of which was opened in October 1952, extensions were opened in May, 1958. The ground originally consisted of six acres but was later enlarged by the clearing of another 7 ¼ acres. The school's first teacher was an Englishman named George Still.<sup>41</sup>

**St Mary's Convent School.**

Address: Corner Walker/Lennox Streets.

Construction date: 1892.

St Mary's Convent School was established in 1892 and this large building was constructed to serve as school, boarding house and residence for the teaching nuns. It was originally started by the Sisters of St Joseph and was later taken over by the Sisters of Mercy.<sup>42</sup>

**St Michael's Convent.**

The two-storey building was built in 1892. Shrubs, trees and gardens add beauty to spacious lawns in front of the building. The school is situated to the left of the convent.<sup>43</sup>

**School of Arts.**

Address: Kent Street.

Construction date: 1887, (original School of Arts - 1861).

Architect: J.G. Grinter, Melbourne.

Builder: J. and J. Rooney Bros., final cost £3500.

The city's oldest cultural institution is the School of Arts. The first recorded move to establish a 'Mechanics School of Arts', was made by 'Aristo' in a letter to the *Wide Bay and Burnett Times* on 24 April, 1860. A public meeting was called in December 1860, Messrs E.B. Uhr, A.W. Melville, and R.B. Sheridan were elected trustees at a meeting on 2 January, 1861. Tenders closing on 30 January for the new building were called on 15 January, 1861.

Less than three weeks later the foundation stone was laid by the member for Maryborough, G. Elliott. On 10 October, 1861, the building in Kent Street was opened. The present two-storey building was built on the site of the original building. The foundation stone was laid by the mayor, Alderman W. Dawson, on 3 June, 1887.<sup>44</sup>



## Appendix Two.

### Lists of Maryborough's war dead.

The following roll of honour has been compiled from three principal sources. The inscriptions on the Maryborough war memorial, a comprehensive listing compiled for the unveiling of the memorial currently held in the Maryborough, Wide Bay and Burnett Historical Society's file W.1, and the *Maryborough Chronicle's* roll of honour, compiled from published listings after the First World War and currently held on microfiche at the Maryborough Family Heritage Institute. The *Chronicle* listing gives names of men who were killed from all regions of the Wide Bay and Burnett, although it seems clear that this listing is incomplete. The listing held at the historical society is also incomplete and in many cases gives information which differs from the *Chronicle* listing. Every effort has been made to ensure accuracy, but as sourcing is often substantially different, the following listing may contain information which is at variance to other rolls of honour.

#### World War One.

Andersen, Bernard Joseph, pte., 15th Batt, died of wounds, Bailleul June 1917.  
 Atkin, John, cpl., 12 Batt., died of wounds, Albert, France November 1916.  
 Allen, Harry, pte., 9th Batt., died of wounds France 1916.  
 Back, Herbert S. pte., 15th Batt. killed.  
 Battersby, William John, pte., 15th Batt, killed , France April, 1917.  
 Bartholomew, John Bland, sgt., 47th Batt, killed Messines, Belgium, 1917.  
 Baynes, Francis L., l. cpl., 31st Batt, killed, France 1916.  
 Bell, Albert E. pte., 38th Batt., died since returning 1921.  
 Bennett, William, cpl., 42nd Batt., killed France April, 1918.  
 Bentham, William, pte., killed France, 1917.  
 Bosel, Charles, pte., 15th Batt., killed France, October, 1916.  
 Boys, Walter Granleese, capt., 25th Batt, killed Pozières, France August, 1916.  
 Brims, George William James, cpl., F.C. Engineers, killed France October, 1918.  
 Brown, Carl Oscar, lieut., 9th Batt., killed France 1918.  
 Brooks, George W. pte., 41st Batt., killed France 1918.  
 Butcher, Robert H. pte., 52nd Batt, killed France, April, 1918.  
 Byrne, Henry F., l.cpl, 15th Batt., killed 1916  
 Chapman, Duncan K, major, 9th Batt., killed, Pozières, 1916.  
 Clarke, James, pte., killed August, 1918.  
 Cozens, Percy, pte., 25th Batt., killed France October, 1917.  
 Cummins, Thomas Patrick, pte., 41st Batt, killed France 1918.  
 Day, Albert, signr., 43rd Batt., killed Bapaume France 1917.  
 Elford, Frank G. pte., 15th Batt., died of wounds when prisoner Belgium, April, 1917.  
 Elford, James Johnstone, pte., 25th Batt., killed France, August, 1916.  
 Fairlie, David, l.cpl., 52nd Batt., killed Zonnebeke Belgium, 1917.  
 Fairlie, Edward pte., 52nd Batt., killed France 1917.  
 Ferricks, Austin Francis, cpl., 21st Machine Gun Co., died of wounds March, 1919.  
 Ferricks, Thomas David, pte. 52nd Batt., killed France, June, 1917.  
 Ferguson, Duncan Malcolm, l. cpl., killed France 1916.  
 Garvie, Douglas, bombardier, 15th Battery, killed France 1917.  
 Grant, Joseph, pte., 25th Batt., killed Pozières, France July, 1916.  
 Griffiths, Arthur, pte., 9th Batt., killed France, August, 1918.  
 Griggs, Leslie E. pte., 25th Batt., died March, 1916.  
 Hanley, Charles, S.P. pte., 9th Batt., killed Gaba Tepe Gallipoli, 1915.  
 Hall, Henry Joseph, pte., Machine Gun Co., killed France June, 1918.  
 Hall, Norman, (M.M. & Bar) Cpl., 49th Batt., killed France 1916.  
 Hamilton, Tom, sgt., 42nd Batt., killed.  
 Hartnup W.H., (M.M.) sgt. mjr., 25th Batt., killed France September, 1918.  
 Hedberg, Frank A., pte., 47th Batt., killed France April, 1918.  
 Helmstedt, William Edmund, sapper, 47th Batt., killed France April, 1918.  
 Herbert, John, sgt., 41st Batt., killed France 1918.  
 Hill, Ernest William, l.cpl., 42nd Batt., killed France.  
 Hill, Eugene, sapper, 4th F. C. E., killed France August, 1918.  
 Hockley, Rupert, (D.S.O.) major, 2nd pioneers, killed France 1917.  
 Hunter, Thomas Paul, pte., 42nd Batt., killed France 1917.  
 Lassen, Andrew, pte., 5th pioneers, died of wounds, France April, 1916.  
 Lee, H.W. major, killed France.

Leftwich, Robert, pte., 47th Batt., died France 1917.  
 Mayfield, Alfred, pte., 25th Batt., killed France September, 1918.  
 Maitland, Robert J., pte., 15th F.A., gassed and died after return, 1920.  
 Meacham, R.E., 31st Batt., killed France 1918.  
 Michelsen, Eric Gilbert, pte., 44th Batt., killed France April, 1918.  
 Miller, L.M. driver, 13th F.C.E., killed France 1918.  
 Moore, Richard Percy, pte., 9th Batt., died of wounds Belgium February, 1919.  
 Murdoch, George Alexander pte., 47th Batt., killed France August, 1916.  
 Murray, William, (D.C.M.) sgt., 52nd Batt., died prisoner of war, Germany May, 1918.  
 Murphy, Arthur Harold, pte., 49th Batt., killed France 1916.  
 McGlinchey, Patrick, pte., 26th Batt., missing France 1917.  
 McPherson, A.N., pte., 52nd Batt., killed.  
 McNab, William H., pte., 41st Batt., killed Belgium, 1917.  
 Negus, Victor A., l. cpl., 47th Batt., killed France 1917.  
 Neilsen, L.H. sgt., 15th A.F.A.B., killed.  
 Nicholls, Arthur, pte., 47th Batt., died of wounds France, March, 1918.  
 O'Brien, John Michael, pte., 4th Pioneers, killed France September, 1917.  
 O'Brien Thomas, pte., 26th Batt., killed France September, 1917.  
 Olsen, Andrew pte., 31st Batt., killed France July, 1916.  
 Olsen, Peter, l. cpl., killed France. 1917.  
 Painton, Herbert, sgt., 2nd L.H., died of wounds.  
 Pascoe, William Henry pte., 10th Machine Gun Co., killed October, 1917.  
 Pearce, Henry H., pte., 9th Batt., killed Gallipoli April, 1915.  
 Penny, Desmond, lieut., killed.  
 Plumb, Richard Joseph, l. cpl., 53rd Batt., killed France September, 1917.  
 Porter, George Corser, pte., 41st Batt., killed France 1917.  
 Price, John Griffiths, pte., 47th Batt., killed France April, 1917.  
 Prickett, Frederick, pte., 4th pioneers, killed France June, 1918.  
 Randall, Arthur, pte., 23rd Batt., died of wounds France May, 1917.  
 Rankin, William, lieut., 29th Batt., killed France August, 1918.  
 Rawlings, E. J., pte., died of wounds, France 1918.  
 Rethamel, Henry A., pte., 41st Batt., killed Belgium 1917.  
 Rose, James, sapper, 25th Batt., killed France 1917.  
 Ross, Wilfrid Wallace, sgt., 5th Light Horse, killed Palestine 1917.  
 Sallaeg, H., pte., killed.  
 Schafer Otto H., (M.M.) cpl., 26th Batt., killed September, 1918.  
 Shaw, Edward Thomas, driver, 29th A.A.C., died of wounds, France May, 1918.  
 Simcoe, E.J.C., pte., 9th Batt., killed Ypres, 1917.  
 Slattery, William A., pte., 9th Batt., killed France August, 1916.  
 Spiden, Malcolm Tait, pte., 47th Batt., killed France October, 1917.  
 Stafford, James McLean, Sgt., 15th Batt., killed France 1917.  
 Stewart, Robert, pte., killed France 1917.  
 Stupart, George C., l. cpl., 15th Batt., killed Gallipoli 1915.  
 Switzer, Godfrey, l. cpl., killed France October, 1917.  
 Tedford, Thomas Henry, pte., 31st Batt., killed France 1916.  
 Thom, Charles H. Wallace, lieut., 3rd F.C.E., killed Gallipoli, October, 1915.  
 Tooth, Alfred Edward, pte., killed France July, 1918.  
 Twedell, J., sgt., killed France November, 1916.  
 Turner, W.E., sgt., killed France 1918.  
 Vance, John William, pte., 1st Batt., killed France 1916.  
 Vaughan, Ken S., sgt., 49th Batt., killed France 1918.  
 Wallace, Robert Alfred, gunner, 45th Batt., killed France October, 1917.  
 Walton, Robert, pte., 47th Batt., died of wounds France August, 1916.  
 Warry, Victor T.S., lieut., 25th Batt., killed Pozières, France 1916.  
 Winstone, A. Edward F., pte., 25th Batt., killed Pozières France 1916.  
 Wrobluskie, Frank, pte., 2nd Batt., killed France.  
 Zarnke, Albert, 9th Batt., killed Gallipoli 1915.

**World War Two.**

Ainsbury, D.R.  
Anderson, T.M.  
Banville, N.R.  
Barker, J.H.  
Barrett, F.G.  
Baxter, R.A.  
Beatie, N.D.  
Brown, A.H.S. (Tony)  
Burgum, W.A.  
Clarke, G.W.  
Connellan, D.  
Corser, E.G.  
Cree, G.J.  
Davis, A.H.  
Fairlie, K.  
Galligan, E.R.  
Gataker, C.E.  
Glazebrook, J.G.L.  
Hewerdine, J.J.  
Hingst, E.A.  
Hodge, R.  
Hodges, R.E.C.  
Kennedy, H.R.  
Kingsman, E.  
Kinnie, O.F.  
Langusch, L.D.  
Lawrence, T.  
Lennie, T.  
Lowe, V.F.  
Loxton, A.F.  
Luck, F.W.  
Malouf, J.W.  
Manskie, A.C.  
Mathiesen, R.L.  
Melksham, W.J.  
Moulden, A.A.  
Murphy, E.G.  
Mycock, F.J.  
Nott, R.L.  
Oberhardt, E.  
Payne, T.R.  
Perry, L.C.  
Pronger, H.W.  
Smith, G.L.T.  
Smith, M.T.  
Storer, B.K.  
Storer, J.  
Teitzel, L.  
Teitzel, L.K.  
Trussell, E.T.  
Warner, T.  
White, G.B.  
White, R.A.  
Whittle, H.C.  
Wilson, J.L.



## Appendix Three.

### Flood dates and heights from 1875.

The following table has been compiled from official records maintained at the Maryborough City Council. Some flood details have been omitted, including 1857, 1864, 1870, 1887 and June 1893. The approximate heights of these floods (with the exception of 1857) may be found in the archives of the *Maryborough Chronicle*.

Year	Date	Height
1875	28 Feb.	8.99
1890	23 Mar.	9.83
1893	5 Feb.	12.27
1898	12 Jan.	9.71
1913	17 Jan.	5.39
1920	7 Jan.	5.03
1921	6 Apr.	5.34
1921	30 Dec.	4.88
1926	19 Dec.	5.79
1927	27 Jan.	4.95
1928	22 Feb.	6.96
1928	24 Apr.	4.93
1930	28 Jan.	3.84
1930	30 June	3.73
1931	7 Feb.	7.22
1937	18 Mar.	6.40
1938	19 Jan.	3.89
1947	14 Feb.	5.11
1947	3 Mar.	6.10
1948	19 May	5.87
1949	25 Oct.	4.73
1950	2 Mar.	6.30
1953	24 Mar.	4.42
1954	13 Feb.	4.50
1954	15 July	6.02
1955	29 Mar.	11.25
1955	27 May	4.47
1956	11 Feb.	4.88
1956	13 Mar.	7.49
1956	30 Mar.	4.42
1956	23 Dec.	7.01
1958	12 June	4.67
1968	12 Jan.	9.25
1971	5 Feb.	6.30
1971	21 Feb.	5.13
1972	14 Feb.	6.43
1973	10 July	7.72
1974	29 Jan.	10.95
1976	22 Jan.	4.70
1983	25 June	4.90
1987	3 Dec.	3.80
1988	12 Apr.	3.80
1988	7 July	3.57
1988	20 Dec.	4.28
1989	1 Apr.	6.64
1989	28 Apr.	6.55
1992	25 Feb.	9.50
1992	18 Mar.	6.65

## Appendix Four.

Citizens of the year. Sourced from Maryborough City Council.

### 1981

Citizen of the year award	Mrs E. Champion
Young citizen of the year award	Miss M. Davis

### 1982

Citizen of the year award	Mrs P. Phillips
Young citizen of the year award	Miss J. Lupton
Sports medallion - official	Mr K. Pittard

### 1983

Citizen of the year award	Mrs L. Widdup
Young citizen of the year award	Miss L. Heath
Sports medallion - official	Mrs L. Bray

### 1984

Citizen of the year award	Miss H. Williams
Young citizen of the year award	Miss S. Heath
Sports medallion - official	Miss M. Lyons

### 1985

Citizen of the year award	Mrs A. Titmarsh
Young citizen of the year award	Miss A. Hass
Sports medallion - official	Mr G. Bush

### 1986

Citizen of the year award	Mrs N. Brett
Young citizen of the year award	Ms C. Reid
Sports medallion - official	Mr D. Welbeloved

### 1987

Citizen of the year award	Mrs M. Kaufman
Young citizen of the year award	Ms A. Sorbie
Sports medallion - official	Mr R. Alloway
Sports medallion - participant	Ms M. McKell

### 1988

Citizen of the year award	Mr R. Smith
Young citizen of the year award	Miss T. Whitaker
Sports medallion - official	Mrs C. Hynes
Sports medallion - participant	Mr D. Rahe

### 1989

Citizen of the year award	Mr A. Brown
Young citizen of the year award	Miss M. Polzin
Sports medallion - official	Mrs J. Wight
Sports medallion - participant	Snr. Mr V. Gees Jnr. Mr A. King

### 1990

Citizen of the year award	Mrs H. Caswell
Young citizen of the year award	Miss L. Devlin
Sports medallion - official	Mr C. Martin
Sports medallion - participant	Snr. Mr R. Savage Jnr. Mr A. List

**1991**

Citizen of the year award	Mrs A. Miller
Young citizen of the year award	Miss H. Nish
Sports medallion - official	Mr D. Walker
Sports medallion - participant	Snr. Mrs L. Bray Jnr. Mr C. Moore

**1992**

Citizen of the year award	Mrs M. Suter
Young citizen of the year award	Miss M. Steele
Sports medallion - official	Mr R. Oxenham
Sports medallion - participant	Snr. Mr R. Faint Jnr. Miss N. Frawley

Community event of the year award	Fraser Coast Boat & Leisure Show & Garden Show.
-----------------------------------	---

**1993**

Citizen of the year award	Mr P. Smith
Young citizen of the year award	Mstr J. Heeley
Sports medallion - official	Ald E. Weber
Sports medallion - participant	Snr. Mr L. Hand Jnr. Miss N. Frawley

Community event of the year award	1992 Qld. Centenary Eisteddfod
-----------------------------------	--------------------------------

**1994**

Citizen of the year award	Reg Lade
Young citizen of the year award	Miss L. Devlin
Sports medallion - official	Mr M (Bill) Barker
Sports medallion - participant	Snr. Mr R. Peterson Jnr. Mr D. Evans

Community event of the year award 'Light up Our City' promotion - cultural award	Cr. J. Arthur Mrs Jacqueline Shevelling
Junior cultural award	Mr Benjamin Gorrey



## Appendix Five.

Chronological listing of the mayors of Maryborough, town clerks, city administrators and executive officers.  
Sourced from the Maryborough City Council.

1861	Henry Palmer
1861	John Eaton
1862	James Dowzer
1863-64	Andrew Wedderburn Melville
1864	Robert Case
1864-66	Henry Palmer
1866	George Nightingale
1867-68	Henry Stoward
1868-69	John Harwood
1869	Henry Stoward
1869	Thomas Newsome Milner
1870	Charles Edward Sydney Booker
1871	Charles Powell
1872	Frederick Bryant
1872	James Dowzer
1873-74	Henry Stoward
1875	Charles Edward Sydney Booker
1876	William Southerden
1877	John Thomas Annear
1878	Richard Matthew Hyne
1879	Thomas Penny
1880-81	Nicholas Edward Nelson Tooth
1882	Frederick Bryant
1883	Charles Powers
1884	Frederick Bryant
1885-86	Nicholas Edward Nelson Tooth
1887	William Dawson
1888-89	Frederick Bryant
1890	George Stupart
1891	Nicholas Edward Nelson Tooth
1892	James Malcolm Stafford
1892	William Harris
1893-95	John Bartholomew
1895	Fritz Kinne
1896-97	James Malcolm Stafford
1898	Charles Stewart McGhie (Snr.)
1899	James Esquestrian Noakes
1900	John Norman (Snr.)
1901	Charles Rabaa
1902	Robert Jones
1903	Andrew Dunn
1904	Charles Henry Johnson
1905-07	William Dawson
1908	William Simpson Sim
1909	Charles Rabaa
1910	Charles Stewart McGhie (Snr.)
1911	Charles Rabaa
1912	Patrick Tuohy
1913	Henry James Hyne
1914	Andrew Dunn
1915	John Blackley
1916	Harold Arthur Reed
1917	George Holbut
1918	Henry James Hyne
1919	Ernest Harold Warry

1920-21	Isaac Bushnell
1921-24	Harold Arthur Reed
1924-30	Charles Henry Adam
1930-33	Henry Bashford
1933-39	William H. Demaine
1939-50	Robert David McDowell
1950-55	Cyril Tanner
1955-56	Herbert Leslie Jones
1956-64	Robert Alexander Hunter M.B.E. M.M.
1964-70	Ralph Stafford
1970-88	John Anderson
1988-91	Ron James Peters
1991-	Alan J. Brown

**Towns Clerks, City Administrators, and Executive Officers.**

1861/2	W.I. Inman
1862	J. Buchanan (resigned April)
July 1862	W. Barnes (resigned Jan. 1863)
1863 - May 1866	Robert Graham (Jnr)
May 1866 to Oct. 1866	T. Holmes
Nov 1866 to 1868	James Cunningham
Feb 1868 to 1871	T. Woodward
April 1871 to 1875	R. Ramsay
1875 to Jan. 1878	James Cunningham
Feb. 1878 to Sept. 1880	E.J. Wells
Oct. 1880 to 1904	Wharton B. Jones
1904 to 1905	E.R. Woodrow
1905 to 1932	D. Woodrow
1932 to 1937	W.M. Harris
1937 to 1969	Robert W. Lupton
1969 to 1978	Mervyn H. Kidd
1978 to 1983	Ian R. Farr
1983 -	Noel E. Gorrie

## Appendix Six.

List of all elected and appointed councillors and aldermen who have served on the Maryborough council since the first council of 1860. This listing has been compiled by members of the Maryborough Family Heritage Institute including, Anita Gauld, Vi Horne, Jean Hunter, Jacki Templeton, Jan Downman, Gloria Gordon, Dell Jamieson, Kay Gassan, Shirley Hewitt, Barbara Schmidt, Neville Charteris, Florence Alison, Edith Rees, Colleen Bosel, Janet Goodson, Joan Meixner, Barry Lyne and Bernie Perina.

6 Aldermen, 2 retire each year.

### April 1861 - February 1862

Henry Palmer (mayor 1)	(-Sep)	John Purser	(Sep-)
John Eaton (mayor 2)			
Charles Edward Sydney Booker	(-Nov)	Edgar Thomas Aldridge	(Dec-)
Robert Travis	(-Apr)	James Dowzer	(May-)
James Cleary			
George Howard	(-Sep)	James Chiam	(Oct-)

### February 1862 - February 1863

John Purser	(-Aug)	Henry Palmer	(Sep-)
John Eaton	(-May)	Andrew Wedderburn Melville	(May-)
Edgar Thomas Aldridge			
James Dowzer (mayor)			
Abraham Thacker			
James Cleary			

### February 1863 - February 1864

Henry Palmer	(-Mar)	Thomas Hanlon	(Apr-)
Andrew Wedderburn Melville (mayor)			
Abraham Thacker	(-Feb)	John Purser	(Mar-)
James Cleary	(-May)	William Southerden	(Jun-)
Edgar Thomas Aldridge	(-Sep)	Charles Edward Sydney Booker	(Oct-)
George Howard	(-Apr)	Robert Case	(May-)

### February 1864 - February 1865

John Purser		Henry Palmer	(mayor 3 Mar-)
William Southerden	(-Feb)		
Charles Edward Sydney Booker			
Robert Case (mayor 2)	(-Mar)	Robert Travis	(Mar-)
Andrew Wedderburn Melville (mayor 1)			
Thomas Hanlon			

### February 1865 - February 1866 9 Aldermen

Henry Palmer (mayor)			
Robert Travis			
Andrew Wedderburn Melville	(-Feb)	Edgar Thomas Aldridge	(Mar-)
Thomas Hanlon	(-Feb)	Joseph Moore La Barte	(Mar-Oct)
William Southerden	(Dec-)		
John Purser	(-Jul)	Hamilton Rutherford	(Aug-Nov)
George H. Nightingale	(Jan-)		
George Groundwater			
James Dowzer			
George Horsburgh	(-Dec)	Charles Stewart Hawthorne	(Jan-)
William Paterson			



**All Retired**  
**Ward System - one from each ward to retire.**

**February 1866 - February 1867**

South	Henry Palmer (mayor 1)	(-Nov)	Henry Stoward	(Dec-)
	Charles Edward Sydney Booker	(-Sep)	Robert Greathead	(Sep-Oct)
	Charles Faulkner			
East	William Southerden	(-Oct)	Maurice Shaughnessy Walsh	(Dec-)
	Robert Wilson			
	George H. Nightingale	(mayor 2)		
West	Charles Stewart Hawthorne			
	Walter Cook	(-Sep)	Thomas Cooper	(Oct-)
	Hamilton Rutherford	(-Mar)	Joseph Rankin	(Apr-Oct)

**February 1867 - February 1868**

South	Henry Stoward	(mayor)		
	Thomas Newsome Milner			
	Walter Adams			
East	George H. Nightingale			
	Maurice Shaughnessy Walsh			
	Robert Wilson			
West	Thomas Cooper			
	Charles Stewart Hawthorne	(-Feb)	Charles Faulkner	(Mar-Apr)
	Nicholas Thurecht	(May-)		
	John Harwood			

**February 1868 - February 1869**

South	Walter Adams			
	Thomas Newsome Milner	(-May)	George Howard	(Jun-Oct)
	Richard Lawrence Murray	(Nov-)		
	Henry Stoward (mayor 1)	(-May)	William Butler	(Jun-)
East	Maurice Shaughnessy Walsh			
	Robert Wilson	(-May)	Henry Fox	(Jun-Jan)
	Henry Bonarius			
West	Nicholas Thurecht	(-Feb)	James Dowzer	(Mar-Nov)
	Henry Stoward	(Dec-)		
	John Harwood (mayor 2)			
	Thomas Cooper (-May)		John Cheyne	(Jun-)

**February 1869 - February 1870**

South	Richard Lawrence Murray			
	William Butler	(-Apr)	Thomas Hutchins	(Apr-Nov)
	Walter Adams			
East	Henry Bonarius	(-Nov)	Joseph Moore La Barte	(Dec-)
	Maurice Shaughnessy Walsh			
	Thomas Newsome Milner	(mayor 2)		
West	John Harwood	(-Oct)	Henry Smith	(Nov-)
	John Cheyne			
	Henry Stoward (mayor 1)	(-Dec)	Charles Edward Sydney Booker	(Jan-)

**February 1870 - February 1871**

South	Walter Adams			
	Charles Faulkner			
	James Dowzer (appointed Mar-)			
East	Thomas Newsome Milner			
	Maurice Shaughnessy Walsh	(-Mar)	Henry Stoward	(Apr-)
	Joseph Moore La Barte			
West	John Cheyne			
	Charles Edward Sydney Booker (mayor)			
	Henry Smith			

**February 1871 - February 1872**

South	Walter Adams			
	Charles Faulkner			
	John Harwood			
East	Henry Stoward	(-Jun)	James Ernest Todd	(Jul-Sep)
	Frederick Bryant	(Oct-)		
	Joseph Moore La Barte	(-Mar)	David J. Byrne	(Apr-Oct)
	Maurice Shaughnessy Walsh	(Nov-)		
	Robert Henry Blissett	(-Jun)	James Dowzer	(Jul-)
West	Charles Edward Sydney Booker	(-Jun)	Edmund Jephson Hobson	(Jul-)
	Henry Smith			
	Charles Powell	(mayor)		

**February 1872 - February 1873**

South	Charles Faulkner			
	John Harwood			
	Frederick Bryant (mayor 1)	(-Nov)	William Howard	(Dec-)
East	Maurice Shaughnessy Walsh			
	James Dowzer (mayor 2)	(-Jan 73)	William Southerden	(Feb 1873-)
	James Equestrian Noakes			
West	Henry Smith	(-Aug)	John Purser	(Sep-Jan 73)
	Nicholas Thurecht	(Feb 1873-)		
	Charles Powell	(-Jan 73)	Henry Stoward	(Feb 1873-)
	Thomas Cooper	(-Nov)	James Graham	(Dec-)

**February 1873 - February 1874**

South	John Harwood	(-Mar)	John Thomas Annear	(Mar-)
	William Howard	(-Nov)	John Henry Pengelly	(Nov-)
	Thomas Hutchins			
East	William Southerden	(-Mar)	Charles Edward S. Booker	(Mar-May)
	John Donnelly	(Jun-)		
	James Equestrian Noakes	(-Jun)	Henry Bonarius	(Jun-)
	Maurice Shaughnessy Walsh			
West	Henry Stoward (mayor)			
	James Graham			
	Richard Lawrence Murray			

**February 1874 - June 1874**

South	John Henry Pengelly	(-Apr)	Francis Winterheld	(Apr-Jun)
	Thomas Hutchins	(-Jun)		
	John Thomas Annear	(-Jun)		
East	Henry Bonarius			
	Maurice Shaughnessy Walsh			
	John Donnelly			
West	James Graham	(-Jun)		
	Richard Lawrence Murray	(-Jun)		
	Henry Stoward (mayor)	(-Jun)		

**June 1874 - Council lapsed.**

Since only three (3) aldermen remained after resignations

Government removed the town's incorporation.

Petition to government to re-incorporate

Petition to government to remove wards

## 1875 - new incorporation - 9 aldermen, no wards

**February 1875 - February 1876**

William Frederick Harrington  
 William Young  
 John Thomas Annear  
 George Horsburgh (Snr.)  
 Robert Jones  
 Charles Edward Sydney Booker (mayor)  
 John Harwood  
 John Linklater  
 William Southerden

**February 1876 - February 1877**

John Linklater  
 John Harwood  
 William Southerden (mayor)  
 William Frederick Harrington  
 William Young  
 John Thomas Annear  
 George Horsburgh (Snr.)  
 Robert Jones  
 Charles Edward Sydney Booker

**February 1877 - February 1878**

Charles Edward Sydney Booker  
 George Horsburgh (Snr.)  
 Richard Matthew Hyne  
 John Linklater  
 John Harwood  
 William Southerden  
 William Frederick Harrington  
 William Young (-Feb) James Equestrian Noakes (Feb-)  
 John Thomas Annear (mayor)

**February 1878 - February 1879**

John Thomas Annear  
 Thomas Penny  
 James Equestrian Noakes  
 Charles Edward Sydney Booker  
 George Horsburgh (Snr.) (-Jun) James Cunningham (Jul-)  
 Richard Matthew Hyne (mayor)  
 John Linklater  
 John Harwood  
 William Southerden (-Jul) Richard Lawrence Murray (Aug-)

**February 1879 - February 1880**

Nicholas Edward Nelson Tooth (only nominee)  
 (g) Thomas Braddock (-Jan)  
 (g) Richard Lawrence Murray  
 John Thomas Annear (-Jun) John Vivian Williams (Jun-)  
 Thomas Penny (mayor)  
 James Esquestrian Noakes  
 James Cunningham  
 Richard Matthew Hyne  
 Charles Edward Sydney Booker

(g = government gazetted)



**February 1880 - February 1881**

Maurice Shaughnessy Walsh			
John Walker			
Charles Edward Sydney Booker			
Nicholas Edward Nelson Tooth (mayor)			
Robert Henry Blissett	(Feb-)		
Richard Lawrence Murray			
John Vivian Williams			
Thomas Penny	(-Apr)	Reuben John Denman	(May-)
James Esquestrian Noakes			

**February 1881 - February 1882**

Marcus Boge	(-Feb 1882)		
Charles Powers			
Thomas Turnbull Woodrow			
Maurice Shaughnessy Walsh			
John Walker	(-Feb)	Frederick Bryant	(Feb-)
Charles Edward Sydney Booker			
Nicholas Edward Nelson Tooth (mayor)			
Robert Henry Blissett			
Richard Lawrence Murray			

**February 1882 - February 1883**

John Thomas Annear			
Patrick Brennan			
Aaron Mirls			
Godfrey Freeman White	(Feb-)		
Charles Powers			
Thomas Turnbull Woodrow			
Maurice Shaughnessy Walsh			
Frederick Bryant (mayor)			
Charles Edward Sydney Booker			

**February 1883 - February 1884**

Frederick Bryant			
Charles Edward Sydney Booker			
Jonathan Murray			
John Thomas Annear			
Patrick Brennan			
Aaron Mirls	(-Sep)	John Henry Pengelly	(Oct-)
Godfrey Freeman White			
Charles Powers (mayor)			
Thomas Turnbull Woodrow			

**February 1884 - February 1885**

Nicholas Edward Nelson Tooth			
George Wilton Gaynor			
Kenneth Miller			
Frederick Bryant (mayor)			
Charles Edward Sydney Booker	(-Sep)	William Geraghty	(Oct-)
Jonathan Murray			
John Thomas Annear			
Patrick Brennan			
John Henry Pengelly			

**February 1885 - February 1886**

William Harris  
 Robert Evans  
 William Perry  
 Nicholas Edward Nelson Tooth (mayor)  
 George Wilton Gaynor  
 Kenneth Miller  
 Frederick Bryant  
 William Geraghty  
 Jonathan Murray

**February 1886 - February 1887**

William Dawson  
 James Hockley  
 Charles Penrose Christoe  
 William Harris  
 Robert Evans  
 William Perry  
 Nicholas Edward Nelson Tooth (mayor)  
 George Wilton Gaynor (-Jan) Kenneth Miller

**February 1887 - February 1888**

Nicholas Edward Nelson Tooth  
 Charles Edward Syndey Booker  
 Augustus Frederick Sapsford (-Dec) John Donnelly (Jan-)  
 William Dawson (mayor)  
 James Hockley  
 Charles Penrose Christoe (-Oct) John Bartholomew (Oct-)  
 William Harris  
 Robert Evans  
 William Perry

**February 1888 - February 1889**

George Stupart  
 Frederick Bryant (mayor)  
 Patrick Brennan  
 Nicholas Edward Nelson Tooth  
 Charles Edward Sydney Booker  
 John Donnelly  
 William Dawson  
 John Bartholomew  
 James Hockley

**February 1889 - February 1890**

John Bartholomew  
 William Simpson Sim  
 Jacob Rooney  
 George Stupart  
 Frederick Bryant (mayor)  
 Patrick Brennan  
 Nicholas Edward Nelson Tooth  
 Charles Edward Sydney Booker  
 John Donnelly

**February 1890 - February 1891**

Nicholas Edward Nelson Tooth			
Charles Edward Sydney Booker	(-Aug)	David Rankin	(Aug-)
Fritz Kinne			
John Bartholomew			
William Simpson Sim			
Jacob Rooney	(-Mar)	William Harris	(Apr-)
George Stupart (mayor)			
Frederick Bryant			
Patrick Brennan			

**February 1891 - February 1892**

James Malcolm Stafford  
 John Thomas Murray  
 William Mitchell  
 Nicholas Edward Nelson Tooth (mayor)  
 David Rankin  
 Fritz Kinne  
 John Bartholomew  
 William Simpson Sim  
 William Harris

**February 1892 - February 1893**

Edward Gilbert Booker (Jnr.)			
John Norman			
William Harris (mayor 2 April -)			
James Malcolm Stafford (mayor 1 - April)			
John Thomas Murray	(-31 Jan 1893)	James Fairlie	(13 Feb 1893-)
William Mitchell	(-Aug)	Fenwick White	(Sep-)
Nicholas Edward Nelson Tooth			
David Rankin			
Fritz Kinne			

**February 1893 - February 1894**

John Bartholomew (mayor)			
David Rankin			
Fritz Kinne			
Edward Gilbert Booker	(-Aug)	William Crompton	(Sep-)
John Norman			
William Harris			
James Malcolm Stafford			
James Fairlie			
Fenwick White	(-Apr)	Ernest August Kruger	(Apr-)

**February 1894 - February 1895**

Hans Jacob Fevre			
Charles Stewart McGhie			
James Malcolm Stafford			
John Bartholomew (mayor)			
David Rankin	(-Nov)	William Halliwell Demaine	(Dec-)
Fritz Kinne			
William Crompton			
John Norman			
William Harris	(-Feb)	James Esquestrian Noakes	(Mar-)



**February 1895 - February 1896**

John Norman  
 Charles Rabaa  
 James Esquestrian Noakes  
 Hans Jacob Fevre  
 Charles Stewart McGhie  
 James Malcolm Stafford  
 John Bartholomew (mayor 1 -April)  
 William Halliwell Demaine  
 Fritz Kinne (mayor 2 April)

**February 1896 - February 1897**

Carl Christian Julius Jocumsen			
Fritz Kinne			
James Macadam Dawson			
John Norman			
Charles Rabaa			
James Esquestrian Noakes			
Hans Jacob Fevre	(-May)	Charles Joseph Booker	(Jun-)
Charles Stewart McGhie			
James Malcolm Stafford (mayor)			

**February 1897 - February 1898**

James Malcolm Stafford (mayor)			
Charles Stewart McGhie			
Charles Joseph Booker			
Carl Christian Julius Jocumsen	(-Oct)	Charles Rabaa	(Nov-)
Fritz Kinne	(-May)	William Henry Williams	(Jun-)
James Macadam Dawson			
John Norman			
Charles Rabaa	(-May)	Robert Jones	(Jun-)
James Esquestrian Noakes			

**February 1898 - February 1899**

Robert Jones			
John Norman			
James Esquestrian Noakes			
James Malcolm Stafford	(-Mar)	Vivian Hubert Oelrichs	(Mar-)
Charles Stewart McGhie (mayor)			
Charles Joseph Booker			
Charles Rabaa			
William Henry Williams			
James Macadam Dawson			

**February 1899 - February 1900**

Charles Rabaa  
 Richard Symes Warry  
 William Henry Williams  
 Robert Jones  
 John Norman  
 James Esquestrian Noakes (mayor)  
 Vivian Hubert Oelrichs  
 Charles Stewart McGhie  
 Charles Joseph Booker

**February 1900 - February 1901**

Charles Stewart McGhie  
 Vivian Hubert Oelrichs  
 William Halliwell Demaine  
 Charles Rabaa  
 Richard Symes Warry  
 William Henry Williams  
 Robert Jones  
 John Norman (mayor)  
 James Esquestrian Noakes

**February 1901 - February 1902**

Andrew Dunn  
 Robert Jones  
 Thomas Theodore Stuckey  
 Charles Stewart McGhie  
 Vivian Hubert Oelrichs  
 William Halliwell Demaine  
 Charles Rabaa (mayor)  
 Richard Symes Warry  
 William Henry Williams

**February 1902 - February 1903**

Dr Henry Croker Garde  
 George Horsburgh (Jnr.)  
 William Henry Williams  
 Andrew Dunn  
 Robert Jones (mayor)  
 Thomas Theodore Stuckey  
 Charles Stewart McGhie  
 Vivian Hubert Oelrichs  
 William Halliwell Demaine

**February 1903 - February 1904**

Charles Henry Johnson			
George Stupart	(-Jan)		
Charles Rabaa			
Dr Henry Croker Garde	(-Jun)	Frank Hugh Stephens	(Jul-)
George Horsburgh			
William Henry Williams			
Andrew Dunn (mayor)			
Robert Jones			
Thomas Theodore Stuckey			

**February 1904 - February 1905**

William Dawson  
 Andrew Dunn  
 Thomas Theodore Stuckey  
 Charles Henry Johnson (mayor)  
 William Mitchell  
 Charles Rabaa  
 Frank Hugh Stephens  
 George Horsburgh  
 William Henry Williams

## MARYBOROUGH NOW A CITY

**February 1905 - February 1906**

Frank Hugh Stephens  
 William Simpson Sim  
 Edmund Scott  
 William Dawson (mayor)  
 Andrew Dunn  
 Thomas Theodore Stuckey  
 Charles Henry Johnson  
 Charles Stewart McGhie (Jnr.)  
 Charles Rabaa

**February 1906 - February 1907**

Charles Henry Johnson  
 Charles Rabaa  
 Charles Stewart McGhie (Jnr.)  
 Frank Hugh Stephens  
 William Simpson Sim  
 Edmund Scott  
 William Dawson (mayor)  
 Andrew Dunn  
 Thomas Theodore Stuckey

**February 1907 - February 1908**

William Dawson (mayor)			
Andrew Dunn			
Emil Paul Carl Wissman			
Charles Henry Johnson	(-Mar)	Alfred Richard Knowles	(Apr-)
Charles Rabaa			
Charles Stewart McGhie (Jnr.)			
Frank Hugh Stephens			
William Simpson Sim			
Edmund Scott	(-Sep)		

**February 1908 - February 1909**

William Simpson Sim (mayor)			
Frank Hugh Stephens	(-Jan)		
Fenwick White			
William Dawson	(-Jan)		
Andrew Dunn			
Emil Paul Carl Wissman	(-Feb)	Patrick Tuohy	(Mar-)
Alfred Richard Knowles	L of A		
Charles Rabaa	(-Dec)		
Charles Stewart McGhie (Jnr.)			

**February 1909 - February 1910**

Charles Rabaa (mayor)	
Charles Stewart McGhie (Jnr.)	
Jabez Green	
William Simpson Sim	(-Jan 1910)
Joseph Valentine Barbeler	
Fenwick White	
Charles Henry Crystall	
Andrew Dunn	
Patrick Tuohy	



**February 1910 - February 1911**

Andrew Dunn  
Charles Henry Crystall  
Patrick Tuohy  
Charles Rabaa  
Charles Stewart McGhie (Jnr.) (mayor)  
Jabez Green  
Henry James Hyne  
Joseph Valentine Barbeler  
Fenwick White

**February 1911 - January 1912**

Henry James Hyne  
Joseph Valentine Barbeler  
August Fuchs  
Andrew Dunn  
Charles Henry Crystall  
Patrick Tuohy  
Charles Rabaa (mayor)  
Charles Stewart McGhie (Jnr.)  
Jabez Green

**30 January, 1912 - 10 February, 1913**

Charles Stewart McGhie (Jnr.)  
Ernest Frederick Klumpp  
Charles Rabaa  
Henry James Hyne  
Joseph Valentine Barbeler  
August Fuchs  
Andrew Dunn  
Charles Henry Crystall  
Patrick Tuohy (mayor)

**10 February, 1913 - 10 February, 1914**

John Blackley  
Fenwick White  
Andrew Dunn  
Charles Stewart McGhie (Jnr.)  
Ernest Fredrick Klumpp  
Charles Rabaa  
Henry James Hyne (mayor)  
Joseph Valentine Barbeler  
August Fuchs

**10 February, 1914 - 18 February, 1915**

George Holbut  
Austin Ferricks  
Robert James Colquhoun  
John Blackley  
Fenwick White  
Andrew Dunn (mayor)  
Charles Stewart McGhie (Jnr.)  
Ernest Fredrick Klumpp  
Charles Rabaa

**18 February, 1915 - 8 February, 1916**

Harold Arthur Reed  
 John David Ruhle  
 Sydney John Fowler  
 David Childs Jackson  
 Austin Ferricks  
 George Holbut  
 John Blackley (mayor)  
 Fenwick White  
 Andrew Dunn

**8 February, 1916 - 10 April, 1917**

Henry James Hyne  
 Charles Henry Johnson  
 John Blackley  
 Harold Arthur Reed (mayor)  
 John David Ruhle (died 17/3/16)  
 Sydney John Fowler  
 David Childs Jackson  
 Austin Ferricks  
 George Holbut

Joseph Valentine Barbeler (Apr-)

**10 April, 1917 - 19 February, 1918**

Isaac Bushnell  
 William Wells  
 George Holbut (mayor)  
 Henry James Hyne  
 Charles Henry Johnson  
 John Blackley  
 Harold Arthur Reed  
 Joseph Valentine Barbeler  
 Sydney John Fowler

(-Mar)

Robert Alfred Renforth Wallace (Apr-)

**19 February, 1918 - 25 February, 1919**

Sydney John Fowler  
 Ernest Harold Warry  
 Harold Arthur Reed  
 Isaac Bushnell  
 William Wells  
 George Holbut  
 Henry James Hyne (mayor)  
 Robert Alfred Renforth Wallace  
 John Blackley

**25 February, 1919 - 21 February, 1920**

Dr Henry Lee Garde  
 Henry James Hyne  
 Percy Bannatyne Chauvel  
 Sydney John Fowler  
 Ernest Harold Warry (mayor)  
 Harold Arthur Reed  
 Isaac Bushnell  
 William Wells  
 George Holbut

**21 February, 1920 - 8 February, 1921**

Isaac Bushnell (mayor)  
 William Wells  
 George Holbut (-May) John Blackley (Jul-)  
 Dr Henry Lee Garde  
 Henry James Hyne  
 Percy Bannatyne Chauvel  
 Sydney John Fowler  
 Ernest Harold Warry  
 Harold Arthur Reed

**8 February, 1921 - 1 August, 1921**

Sydney John Fowler  
 Ernest Harold Warry  
 Harold Arthur Reed  
 Isaac Bushnell (mayor)  
 William Wells  
 Henry James Hyne  
 Dr Henry Lee Garde  
 Percy Bannatyne Chauvel  
 John Blackley

**1 August, 1921 - July 1922**

Harold Arthur Reed (mayor)  
 William Wells  
 Dr Henry Lee Garde  
 John Blackley  
 Ernest Harold Warry  
 Herbert E. B. Hatton  
 Henry Bashford  
 Thomas Henry French  
 James Cross (Jnr.)  
 Isaac Bushnell

**19 July, 1922 - 3 July, 1923**

Harold Arthur Reed (mayor)  
 William Wells  
 Dr Henry Lee Garde  
 John Blackley  
 Ernest Harold Warry  
 Herbert E. B. Hatton  
 Henry Bashford  
 Thomas Henry French  
 James Cross (Jnr.)  
 Isaac Bushnell

**3 July, 1923 - October 1923**

Harold Arthur Reed (mayor)  
 William Wells  
 Dr Henry Lee Garde  
 John Blackley  
 Ernest Harold Warry  
 Herbert E. B. Hatton  
 Henry Bashford  
 Thomas Henry French  
 Isaac Bushnell

**17 October, 1923 - 15 April, 1924**

Harold Arthur Reed (mayor)  
William Wells  
John Blackley  
Herbert E. B. Hatton  
Henry Bashford  
Thomas Henry French  
David Childs Jackson  
H.W. Clarke  
Sydney John Fowler (D. 23/11/1923)  
George McGhie

**15 April, 1924 - 29 April, 1927**

Charles Henry Adam (mayor)		
George Seagers	(-26 Dec)	Dr Frank Garrett Scoles (Mar 27-)
Henry Barker		
Frederick William Obadiah Short		
Alfred Mark Bryant		
William Halliwell Demaine		
David Weir		
John Blackley		
Henry Bashford		

**29 April, 1927 - 12 May, 1930**

Charles Henry Adam (mayor)  
Dr Frank Garrett Scoles  
William Halliwell Demaine  
John Blackley  
Henry Bashford  
Henry James Hyne  
Harold Arthur Reed  
Walter Bryan  
Hugh Keys

**12 May, 1930 - 27 January, 1931**

Dr Frank Garrett Scoles  
William Halliwell Demaine  
Henry Bashford (mayor)  
Harold Arthur Reed  
John Leslie Douglas Stump  
Ernest Kenneth Carter  
Herbert Williams  
Matthew Edward King  
Hugh Keys

**27 January, 1931 - January 1932**

Henry Bashford (mayor)		
Ernest Kenneth Carter		
Hugh Keys	(-Mar)	Cecil Francis O'Kelly (Jun-)
Matthew Edward King		
Herbet Williams		
Dr Frank Garrett Scoles		
Harold Arthur Reed		
William Halliwell Demaine		
John Leslie Douglas Stump		



**12 January, 1932 - 10 January, 1933**

Henry Bashford (mayor)  
Harold Arthur Reed  
John Leslie Douglas Stump  
Herbert Williams  
Cecil Francis O'Kelly  
Matthew Edward King  
Ernest Kenneth Carter  
Dr Frank Garrett Scoles  
William Halliwell Demaine

(Minute books have been misplaced in council records from 10 Jan. 1933 - Feb. 1934) -  
(Information is from attendance books only)

**10 January, 1933 - 18 April, 1933**

Henry Bashford (mayor)  
William Halliwell Demaine  
Harold Arthur Reed  
John Leslie Douglas Stump  
Ernest Kenneth Carter  
Herbert Williams  
Matthew Edward King  
Dr Frank Garrett Scoles  
Cecil Francis O'Kelly

**18 April, 1933 - 26 April, 1933**

Charles Frederick Mathies  
Charles George Gilbert  
Alfred Mark Bryant  
Dr Otto Ernest Nothling  
William Halliwell Demaine (mayor)  
Harold Arthur Reed  
Cecil Francis O'Kelly

**26 April, 1933 - February 1935**

Paul Daniel Christensen (Apr-)  
Duncan Henderson (Apr-)  
Charles Frederick Mathies (Apr-)  
Charles George Gilbert (Apr-)  
Alfred Mark Bryant (Apr-)  
Dr Otto Ernest Nothling (Apr-)  
William Halliwell Demaine (mayor)  
Cecil Francis O'Kelly  
Harold Arthur Reed

**February 1935 - 5 May, 1936**

Paul Daniel Christensen  
Duncan Henderson  
Charles Frederick Mathies  
Charles George Gilbert  
Alfred Mark Bryant  
Dr Otto Ernest Nothling  
William Halliwell Demaine (mayor)  
Cecil Francis O'Kelly  
Harold Arthur Reed

**5 May, 1936 - 16 February, 1937**

Robert David McDowell  
Herbert Williams  
Otto Carl Kinne  
Hugh Hector Harold Dunn  
William Halliwell Demaine (mayor)  
Cecil Francis O'Kelly  
Charles Frederick Mathies  
Paul Daniel Christensen  
Dr Otto Ernest Nothling

**16 February, 1937 - 5 May, 1939**

Robert David McDowell  
Herbert Williams  
Otto Carl Kinne  
Hugh Hector Harold Dunn  
William Halliwell Demaine (mayor)  
Cecil Francis O'Kelly  
Charles Frederick Mathies  
Paul Daniel Christensen  
Dr Otto Ernest Nothling

**5 May, 1939 - 7 May, 1943**

Joe Demaine (-Sep 1941)  
John Walter Rex  
John Richard Harland  
William Halliwell Demaine (mayor Aug 39)  
Paul Daniel Christensen (deputy mayor)  
Otto Carl Kinne  
Charles Frederick Mathies  
Hugh Hector Harold Dunn  
Dr Otto Ernest Nothling (-July 1940)

Percy Roland Gillhespy (Sep 1941-)

Robert David McDowell (mayor Oct 39-)

Harold Arthur Reed (July 1940-)

**7 May, 1943 - April, 1946**

George Thomas Connolly  
Percy George Howard  
Ronald Harry Dalglish  
Robert David McDowell (mayor)  
Charles Frederick Mathies  
Percy Roland Gillhespy (deputy mayor)  
Paul Daniel Christensen  
John Walter Rex  
John Richard Harland

**15 April, 1946 - 1949**

Robert David McDowell (mayor)  
John Walter Rex  
Charles Frederick Mathies  
Percy George Howard  
Ronald Harry Dalglish  
Paul Daniel Christensen  
John Richard Harland  
Hugh Hector Harold Dunn  
George Thomas Connolly (deputy mayor)

**28 May, 1949 - 10 June, 1952**

Robert David McDowell (mayor) (-May 1950)	Cyril Tanner (June 1950-)
Charles Frederick Mathies	
Ronald Harry Dalglish	
Paul Daniel Christensen	
Hugh Hector Harold Dunn (deputy mayor)	
George Thomas Connolly	
Robert Alexander Hunter	
Gordon Arthur McIntock Searle (-Dec 1951)	Herbert Leslie Jones (Dec 1951-)
John Donald Perry (-Dec 1951)	John Richard Harland (Jan 1952-)

**10 June, 1952 - 9 May, 1955**

Cyril Tanner (mayor)	
Herbert Leslie Jones	
John Crossley Walton (-Sep 1953)	William Boys (Sep 1953-)
Jasper Jacob Harvey	
Albert Rudolph Fred Smith	
Thomas Allan Andrew (-May 1953)	John Richard Harland (Nov 1953-)
Robert David McDowell (deputy mayor)	
Roy Alfred McKewin	
Ralph Stafford	

**9 May, 1955 - 28 April, 1958**

Herbert Leslie Jones (mayor 18.5.56)	Robert Alexander Hunter (mayor 18.5.56-)
Jasper Jacob Harvey	
Ralph Stafford	
William Boys	
Kenneth George Cheers	
Thomas James Thacker (-21 Jan 1957)	Albert Rudolph Fred Smith (25 Mar 1957-)
Harry John Bezant	
Cyril Tanner (deputy mayor)	
Robert David McDowell	

**28 April, 1958 - 5 May, 1961**

Robert Alexander Hunter (mayor)	
John Robert Box	
Ralph Stafford (deputy mayor from 5.9.60-)	
Cyril Tanner (deputy mayor to 5.9.60)	
William Boys (-26 Apr 1961)	
David Lindsay Edward Dymock	
Kenneth George Cheers (-26 Apr 1961)	
Harry John Bezant	
Jasper Jacob Harvey (3.5.1960-)	Albert Rudolph Fred Smith (23.5.1960-)

**5 May, 1961 - 11 May, 1964**

Robert Alexander Hunter (mayor)
John Robert Box
Brendan Percival Hansen
Daniel John Crookshanks
Arthur James French
Harry John Bezant
Cyril Tanner
Ralph Stafford (deputy mayor)
David Lindsay Edward Dymock

**11 May, 1964 - 8 May, 1967**

Ralph Stafford (mayor)  
William Elson-Green (deputy mayor)  
Astor Gabriel McCosker Zemek  
John Anderson  
Herbert Ben Mason  
John William Dunlop  
James Arthur Wotherspoon  
Henry Joseph Goodwin  
Daniel John Crookshanks (-16 Aug 1965)

Ronald Lindsay Weir (16 Aug 1965-)

**8 May, 1967 - 11 April, 1970**

Ralph Stafford (mayor)  
James Leslie Mason  
John William Dunlop  
Gilbert Alison (deputy mayor)  
Herbert Ben Mason  
Harry George Bezant  
Harry John Bezant  
John Anderson  
Peter Kent (-14 Aug 1967)

Donald Mervyn Black (5 Sep 1967-)

**11 April, 1970 - 26 April, 1973**

John Anderson (mayor)  
Gilbert Alison (-Aug 1971)  
Donald Mervyn Black  
Leslie George Greenhill (-Jan 1973)  
Henry Joseph Goodwin  
Donald James Downing  
Charles Henry Jacobi  
Astor Gabriel McCosker Zemek  
Arthur James French (deputy mayor)

John William Dunlop (Sep 1971-)

James Wallace Gees (Jan 1973-)

**26 April, 1973 - 5 April, 1976**

John Anderson (mayor)  
Henry Joseph Goodwin  
Astor Gabriel McCosker Zemek  
Arthur James French (deputy mayor)  
Charles Henry Jacobi  
Donald James Downing  
Kenneth Beikoff  
James Wallace Gees  
John William Dunlop

**5 April, 1976 - 7 April, 1979**

John Anderson (mayor)  
Ernest Robert Jurss (-Dec 1978)  
John William Dunlop  
Thomas John Black  
James Wallace Gees  
Donald James Downing  
Brendan Percival Hansen (deputy mayor) (-Nov 77)  
Astor Gabriel McCosker Zemek  
Arthur James French (deputy mayor) (Dec 77-)

Ian J. Brown (Jan 79-Mar 79)

Henry Joseph Goodwin (Jan 78-)



**7 April, 1979 - 7 April, 1982**

John Anderson (mayor)  
 Astor Gabriel McCosker Zemek (deputy mayor)  
 Thomas John Black  
 Alan James Brown  
 Donald James Downing  
 Arthur James French  
 James Wallace Gees  
 Henry Joseph Goodwin  
 Charles William Otto Nowitzke

**7 April, 1982 - 11 April, 1985**

John Anderson M.B.E. (mayor)  
 DIVISION NO 1: Arhtur James French (deputy mayor)  
 DIVISION NO 2: Henry Joseph Goodwin  
 DIVISION NO 3: Alan James Brown  
 DIVISION NO 4: Carmelita Maria Buchhorn  
 DIVISION NO 5: Donald James Downing  
 DIVISION NO 6: David Edgar Henderson  
 DIVISION NO 7: John Charles Chapman  
 DIVISION NO 8: Charles William Otto Nowitzke

**11 April, 1985 - 19 March, 1988**

John Anderson M.B.E. (mayor)  
 DIVISION NO 1: David Robin Dixon  
 DIVISION NO 2: Brian Robert Williams  
 DIVISION NO 3: Alan James Brown (deputy mayor)  
 DIVISION NO 4: Carmelita Maria Buchhorn (-Apr 86) Hazel Ann Funch (May 86-)  
 DIVISION NO 5: Donald James Downing  
 DIVISION NO 6: David Edgar Henderson  
 DIVISION NO 7: John Charles Chapman (-18 Nov 86) Alfred George Anderson (25 Nov 86-)  
 DIVISION NO 8: Charles William Otto Nowitzke

**19 March, 1988 - 23 March, 1991**

Ronald James Peters (mayor)  
 DIVISION NO 1: Jan Maree Schulte  
 DIVISION NO 2: Alexia Isobel Tudman  
 DIVISION NO 3: Graham Desmond Gauld (deputy mayor)  
 DIVISION NO 4: Hazel Ann Funch  
 DIVISION NO 5: Barry Hebinger (-Oct 89) John William Dautel (7 Nov 89-)  
 DIVISION NO 6: Neil Robert Taylor (-Apr 89) Tony Lee Nioa (May 89)  
 DIVISION NO 7: Darryl Edward Funch  
 DIVISION NO 8: Alan Neil Fraser

**23 March, 1991 - 26 March, 1994**

Alan James Brown (mayor)  
 DIVISION NO 1: Anne Dawn Miller  
 DIVISION NO 2: Alexia Isobel Tudman (deputy mayor)  
 DIVISION NO 3: Angus Henry Robertson  
 DIVISION NO 4: Beverley Carruthers-Turner  
 DIVISION NO 5: Julie Ann Arthur  
 DIVISION NO 6: Edward Christian Weber  
 DIVISION NO 7: Leslie John York  
 DIVISION NO 8: Colin John Comber

**26 March, 1994-**

Alan James Brown (mayor)  
 DIVISION NO 1: Anne Dawn Miller  
 DIVISION NO 2: Alexia Isobel Tudman (deputy mayor)  
 DIVISION NO 3: Angus Henry Robertson  
 DIVISION NO 4: Beverley Carruthers-Turner  
 DIVISION NO 5: Julie Ann Arthur  
 DIVISION NO 6: Edward Christian Weber  
 DIVISION NO 7: Leslie John York  
 DIVISION NO 8: Colin John Comber

## Appendix Seven.

List of ships and railway rollingstock constructed by Walkers War Years.

Ship No	Type of Vessel	Name	Year Completed*
1		Schnapper	-
2	350 ton self-propelled hopper barges	Dugong	1877-1878
3		Nautilus	-
4	Steam bucket dredges	Saurian	1882
5		Maryborough	-
6	Steamer	Premier	-
7	Paddle tug-boat	Sea Horse	1880-1882
8	Timber carrier	Pacific	-
9		Bonito	-
10		Stingaree (also recorded as Stringray)	-
11	350 ton self-propelled hopper-barges	Pumba	1883-1887
12		Bream	-
13		Dolphin	-
14	330 ft. cargo vessel-6600 tons DWT.	Echunga	1922
15	330 ft. cargo vessel-6600 tons DWT.	Echunga	1923
16	200 ft. self-propelled hopper bucket dredge	Platypus II	1928
17	180 ft. Australian corvette/minesweeper	H.M.A.S. Maryborough	17 October, 1940 (launched).
18	180 ft. Australian corvette/minesweeper	H.M.A.S. Toowoomba	26 March, 1941 (launched)
19	180 ft. Australian corvette/minesweeper	H.M.A.S. Rockhampton	26 June, 1941 (launched).
20	180 ft. Australian corvette/minesweeper	H.M.A.S. Cairns	7 October, 1941 (launched).
21	180 ft. Australian corvette/minesweeper	H.M.A.S. Tamworth	14 March, 1942 (launched).
22	180 ft. Australian corvette/minesweeper	H.M.A.S. Bowen	28 July, 1942 (launched).
23	180 ft. Australian corvette/minesweeper	H.M.A.S. Gladstone	26 Nov., 1942 (launched).
24	300 ft. Riverclass frigate	H.M.A.S. Burdekin	30 June, 1943 (launched).
25	300 ft. Riverclass frigate	H.M.A.S. Diamantina	6 March, 1944 (launched).
26	300 ft. Riverclass frigate	H.M.A.S. Shoalhaven	14 Dec., 1944 (launched).
27	300 ft. Riverclass frigate (cancelled)	-	-
28	170 ft. E. Class freighter	Eugowra	1948
29	170 ft. E. Class freighter	Enfield	1948
30	170 ft. E. Class freighter	Edenhope	1949
31	170 ft. E. Class freighter	Elmore	1949
32	170 ft. E. Class freighter	Euroa	1950
33	93 ft. navy tug	-	1946
34	93 ft. navy tug	-	1947
35	93 ft. navy tug	-	1947
36	215 ft. stern drag suction hopper dredge	Echeneis	1953
37	150 ft. boom working defence vessel	H.M.A.S. Kimbia	1956
38	245 ft. motor cargo vessel	North Esk	1957
39	245 ft. motor cargo vessel	South Esk	1959
40	90 ft. general purpose vessel	H.M.A.S. Banks	1960
41	90 ft. general purpose vessel	H.M.A.S. Bass	1960
42	125 ft. grab hopper dredge	Andrew Wilson	1961
43	90 ft. survey vessel	R.P.S. Arinya	1962
44	90 ft. survey vessel	R.P.S. Arlunya	1964
45	246 ft. twin side trailing and cutter suction hopper dredge	Matthew Flinders	1967
46	105 ft. lighthouse supply vessel	Noel Buxton	1966
47	75 ft. gravel barge	-	1967
48	100 ft. naval patrol boat	H.M.A.S. Aitape	1967
49	100 ft. naval patrol boat	H.M.A.S. Advance	1968
50	100 ft. naval patrol boat	H.M.A.S. Lae	1968
51	100 ft. naval patrol boat	H.M.A.S. Archer	1968
52	100 ft. naval patrol boat	H.M.A.S. Arrow	1968
53	100 ft. naval patrol boat	H.M.A.S. Barbette	1968
54	100 ft. naval patrol boat	H.M.A.S. Ladava	1968
55	100 ft. naval patrol boat	H.M.A.S. Bombard	1968
56	100 ft. naval patrol boat	H.M.A.S. Bandolier	1968
57	100 ft. naval patrol boat	H.M.A.S. Bayonet	1969
58	150 ft. survey vessel	R.P.S. Atyimba	1969
59	315 ft. side trailing hopper dredge	Sir Thomas Hiley	1971
60	127 ft. seismic exploration vessel	Western Endeavour	1970
61	125 ft. landing craft heavy	H.M.A.S. Balikpapan	1971
62	125 ft. landing craft heavy	H.M.A.S. Brunei	1973
63	125 ft. landing craft heavy	H.M.A.S. Labuan	1973
64	125 ft. landing craft heavy	H.M.A.S. Tarakan	1973
65	125 ft. landing craft heavy	H.M.A.S. Wewak	1973
66	125 ft. landing craft heavy	H.M.A.S. Salamaua	1973
67	125 ft. landing craft heavy	H.M.A.S. Buna	1973
68	125 ft. landing craft heavy	H.M.A.S. Betano	1973
69	180 ft. oil rig supply vessel	Smit-Lloyd 35	1973
70	180 ft. oil rig supply vessel	Smit-Lloyd 36	1974

\*The year completed and the year launched were often considerably different - the launching of ships taking place before the installation of much of a ship's machinery or superstructure.

## Railway rollingstock

Number	Year	Model	Class	Running Numbers
1-30	1897	-	B15	299-328
31-37	1899	-	B15	329-335
38	1898	-	B15	2
39-41	1899	-	B15	336-338
42	1899	-	B15	3
43-45	1899	-	B15	341-343
46,47	1899	-	PB15	356,357
48-50	1899	-	B15	344-346
51-64	1900	-	PB15	347-355,358,359
65,66	1900	-	B15	4,5
67-86	1901-2	-	6D16	363-382
87	1878	-	-	Dragon
88	-	-	-	-
89-114	1907	-	PB15	444-469
115	1909	-	B15	6
116	1909	-	B15	To QGR as 539
117-136	1910	-	PB15	518-537
137-166	1911	-	PB15	540-569
167-196	1912	-	C16	622-651
197-216	1913	-	DD	651,653,655,657,659, 661,663,665,667,669, 671,673,675,677,679, 681,683,685,687,689.
217	1873	-	-	Mary Ann
218	1876	-	-	Dundathu
219-238	1914	-	T	T219-T238
239-263	1915	-	Rx	Rx211-Rx235
264-283	1916-17	-	T	T239-T258
284-298	1916-17	-	C16	35-39,41,43,44,51, 63-65,67,69,72
299-318	1919-20	-	KA	KA35-KA54
319-328	1920	-	C17	182,226,245-252
329-358	1922-3	-	C17	138,145-147,166,187, 188,191,709-723
359-368	1924	-	6D17	26,47,53,56,75-77, 112-114
369-398	1925-6 1924	-	PB15	5,103,126 128,143,220,286,339, 340,731-751
399-428	1926-7	-	C17	772-791,758-767
429-438	1929	-	C17	813-840
439-441	1929	-	Q	Q7-Q9
442-447	1935	-	C19	196-201
448-453	1936	-	B18%	847-852
454-461	1937-8	-	C	C62-C69
462-467	1939	-	B18%	864-869
468-473	1943	-	B18%	893-898
474-479	1945	-	C17	923-928
480-485	1946	-	C17	917-922
486-491	1947	-	B18%	911-916
492-497	1948	-	C17	955-960
498-537	1950-3	-	C17	961-1000
538-557	1955-8	-	BB18%	1070-1089
558-569	1956-8	U6	1170	1170-1187
570	1956	DH060-1	-	-
571,572	1961	-	DL	DL3,DL4
573-575	1962	CV1	DH	DH1-DH3
576-578	1963	PV1	I0	1001-1003
579,580	1965	CV1a	DH	DH4,DH5
581	1966	GH500	DH	DH1
582	1968	CV1b	DH	DH6
583	1968	C250	-	-
584-637	1968-70	GH500	DH	DH2-DH55
638-642	1970	GH1000V	I1	1101-1105
643-657	1970	GH500	DH	DH56-DH70
658,659	1971	GH1000V	I1	1106-1107
Number	Year	Model	Class	Running Numbers

Number	Year	Model	Class	Running Numbers
660-679	1970-1	GH700	73	7301-7320
680,681	1971	GH700V	M	M1851-M1852
682	1972	GH500	-	303
683-712	1972-3	GH700	73	7321-7350
713-715	1973	GH700	MA	MA1861-MA1863
716-718	1973-4	GH500	DH	DH71-DH73
719-731	1979-80	-	EMU	01-13 (3-car sets)
732-742	1980-1	-	EMU	14-24 (3-car sets)
743-778	1982-4	-	EMU	25-40,61-79,60 (3-car sets)
779-794	1984-5	-	EMU	41-56 (3-car sets)
795-802	1985-6	-	EMU	81-88 (3-car sets)
803-806	1986-7	-	EMU	57-59,80 (3-car sets)
807-876	1987-9	-	3500, 3600, 3900	3501-4, 3605-7, 3508,3609-11, 3512,3613-15,3516,3617-19, 3502,3621-23,3524,3625-27, 3528,3629-31,3532,3633-35, 3536,3637-39,3540,3641-43, 3544,3645,3546-50,3901-20
877-886	1988-90	-		3900 3921-30
887-892	1988	-	ICE	151-154 (3-car sets)
				155,156 (2-car sets)
893,894	1989	-	ICE	157,158 (2-car sets)
895-937	1990-	-	AEA	201-243
			AEB	301-343
938-949	1994-	-	SMU	201-212 (3-car sets)



## Notes and Sources for Appendices.

1. While the *Montmorency* did not come to Hervey Bay, arriving instead at Moreton Bay, its passengers embarked aboard a steamer for Maryborough without landing at Brisbane, they were therefore regarded as direct immigrants to Maryborough.
2. Maryborough Conservation & Tourism Study - Bechervaise & Associates Pty. Ltd. 1989, Vol. 2.
3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.
7. Ibid.
8. M/C. 16 August, 1957, p 8.
9. Maryborough Conservation & Tourism Study - Bechervaise & Associates Pty. Ltd. 1989, Vol. 2.
10. Ibid.
11. Ibid.
12. M/C. 19 November, 1960, p 2.
13. Maryborough Conservation & Tourism Study - Bechervaise & Associates Pty. Ltd. 1989, Vol. 2.
14. Ibid.
15. Ibid.
16. Ibid.
17. Ibid.
18. Ibid.
19. Ibid.
20. Ibid.
21. Ibid.
22. Ibid.
23. Ibid.
24. Ibid.
25. Ibid. Vol. 3.
26. Ibid.
27. Ibid.
28. Ibid. Vol. 2.
29. M/C. 3 January, 1987, p 4.
30. M/C. 15 October, 1960, p 2.
31. M/C. 31 August, 1929, p 4.
32. Maryborough Conservation & Tourism Study - Bechervaise & Associates Pty. Ltd. 1989, Vol. 2.
33. M/C. 29 October, 1960, p 2 and M/C. 21 February, 1964, p 2.
34. M/C. 12 November, 1960 p 2 and Maryborough Conservation and Tourism Study Bechervaise & Associates Pty. Ltd. 1989, Vol. 3.
35. M/C. 26 November, 1960, p 2.
36. Maryborough Conservation & Tourism Study - Bechervaise & Associates Pty. Ltd. 1989, Vol. 2.
37. Ibid. Vol. 3.
38. Ibid.
39. Historical Register of Maryborough State High School, Cameron, Lois, 1993, and M/C. 22 October, 1960, p 4.
40. M/C. 3 December, 1960, p 2.
41. M/C. 10 December, 1960, p 2.
42. Maryborough Conservation and Tourism Study Bechervaise & Associates Pty. Ltd. 1989, Vol. 3.
43. M/C. 21 February, 1961.
44. M/C. 21 November, 1960, p 8.
45. M/C. 12 September, 1872, p 4
46. Maryborough council minute book, 1908.

## Bibliography.

- Adams, K.M., *Australia, Colonies to Commonwealth, 1850-1900*, Lansdowne Press, 1971.
- Adams, K.M., *Twentieth Century Australia*, Lansdowne Press 1972.
- Alexander, Michael, *Mrs Fraser on the Fatal Shore*, Michael Joseph, London, 1971.
- Bechervaise and Associates, *Maryborough Conservation and Tourism Study*, 1989.
- Blake, T.W., and Allom, R.L., *Original Maryborough Site - An Historical Study*, Maryborough City Council, 1988.
- Bradley, D., and Bradley L., *Woody Island, a Brief History*, 1990.
- Buettel, N.E., *A History of Maryborough*, Maryborough Wide Bay and Burnett Historical Society, 1976.
- Cameron, Lois, *Historical Register of Maryborough State High School*, 1993.
- Christiansen, Joan, *They Came and Stayed*, R. and J. McTaggart and Company, 1991.
- Cilento, Sir Raphael, *Medicine in Queensland*, Council of the Royal Historical Society of Queensland, 1961.
- Cunningham L.A., and Kuskie, Evelyn H., *Maryborough Base Hospital*, 1977.
- Docker, Edward Wybergh, *The Blackbirders*, Angus and Robertson, 1981.
- Elder, Bruce, *Blood on the Wattle*, Child and Associates, 1988.
- Evans R. and Walker, J., *These Strangers Where are they Going? Aboriginal European Relations in the Fraser Island and Wide Bay Region, 1770-1905*. Occasional Papers in Anthropology Number 8. (Ed) P.K. Lauer, University of Queensland.
- Fitzgerald, G.E., *Commission of Inquiry into the Conservation, Management and the Use of Fraser Island and the Great Sandy Region*, Government Printer Queensland 1991.
- Fitzgerald Ross, *From the Dreaming to 1915, a history of Queensland*, University of Queensland Press, 1982.
- Fitzgerald, Ross, *From 1915 to the Early 1980s, a history of Queensland*, University of Queensland Press, 1984.
- Foley, Shawn, *The Badtjala People*, Thoorgine Educational and Culture Centre Aboriginal Corporation, 1994.
- Gassan, Kay and Grimes, Judith, *Tall Ships on the River, Ariadne*, 1992.
- Gassan Kay and Grimes, Judith, *The Great Flood, 1893*, Wise Owl Research Publications, 1993.
- Grimes, Judith and Gassan, Kay, *Demaine, The Name Will Live While Labor Lives*, Maryborough Family Heritage Institute Inc, 1991.
- Giles, W.E., *A Cruize (sic) in a Queensland Labour Vessel to the South Seas*, National Library University Press, 1969. (Ed. Deryck Scarr).
- Hewitt M, Flynn, M. and Strong, T.J., *An Outline History of Maryborough*, Maryborough, Wide Bay and Burnett Historical Society, 1964.
- Holthouse, Hector, *Cannibal Cargoes*, Rigby, 1969.

- Holthouse, Hector, *Gympie Gold*, Angus and Robertson, 1973.
- Horton, David, (ed), *The Encyclopaedia of Aboriginal History*, Vol. I and Vol. II, Aboriginal Studies Press for the Australian Institute of Aboriginal and Torres Strait Islander Studies, 1994.
- Hunter, Jean R., *Up and Down the Mary, 1888*. Maryborough, Wide Bay and Burnett Historical Society, 1992.
- Hyne, J.R.L., *Hyne-Sight*, Maryborough, 1980.
- Johnson, Eileen B., *Maryborough Heritage Register, Vol. IV, Immigration to Maryborough*, Book I 1862-1869 Part A. Maryborough District Family History Society, 1992.
- Johnson, Eileen B., *Maryborough Heritage Register, Vol. IV, Immigration to Maryborough*, Book II 1870-1874 Part A. Maryborough District Family History Society, 1990.
- Johnson, N., *Memories Burrum Heads*, 1988.
- Johnston, W.R., *A Bibliography of Queensland History*, Library Board of Queensland, Brisbane, 1981.
- Jose, Arthur W., *History of Australia*, Angus and Robertson, 1924.
- Kerr, John, *Sugar at Maryborough*, the Maryborough Sugar Factory Ltd., 1987.
- Lennon, J., *Maryborough and District, 1824-1924*, Maryborough, 1924.
- Loyau, G., *The History of Maryborough and the Wide Bay and Burnett Districts*, Brisbane 1897.
- Mackness, George, *The Discovery and Exploration of Moreton Bay and the Brisbane River*, Review Publications, 1979.
- Marks, Roger R., *Queensland Airfields World War Two*, R. and J. Marks, 1994.
- Maynard, R.S., *Sugar, Ships and Locomotives*, R.S. Maynard Advertising, 1946.
- McDonald, Lorna, *Rockhampton, a History of City and District*, University of Queensland Press, 1981.
- McCarthy, P.H., *The Wild Scotsman*, The Hawthorn Press, 1975.
- McKinnon, Firmin, *Early Days of Maryborough*, Historical Society of Queensland Journal, Vol. 3 Number 6, December 1947, pp 473-84.
- Meston, Archibald, *Geographic History of Queensland*, Government Printer, 1895.
- O'Keefe, Mamie, *The Runaway Convicts of Moreton Bay*, 1976.
- Palmer, Henry, *Reminiscences of the Wide Bay and Burnett District*, Queensland Geographical Journal Vol. 18 1902-03 pp 89-98.
- Parsons, Ronald, *The Port of Maryborough*, 1976, revised edition published 1984.
- Pike, Glenville, *Queensland Frontier*, Rigby, 1978.
- Rackemann, Neville, *Bail Up, Queensland's Only Bushranger*, Gin Gin and District Historical Society, 1990.
- Reid, Gordon, *A Nest of Hornets*, Oxford University Press, 1982.
- Reynolds, Henry, *Aborigines and Settlers*, Cassell Australia, 1972.

- Roderick, Colin, *Leichhardt - The Dauntless Explorer*, Angus and Robertson, 1988.
- Ross, Patrick, *Horsewhip the Doctor*, University of Queensland Press, 1985.
- Russell, Henry Stewart, *Genesis of Queensland*, Turner and Henderson, 1888.
- Saunders, Kay Elizabeth, *The Pacific Islander Hospitals in Colonial Queensland - the failure of Liberal principals*. (sic). *Journal of Pacific History*, Vol. 11 Number 1, 1976, pp 28-50.
- Sharpe, Alan, *Bushranger Country*, a journey into history. Hutchinson Australia, 1980.
- Sinclair, John, *Discovering Fraser Island*. Pacific Maps 1977.
- Skinner, L.E., *Police of the Pastoral Frontier*, University of Queensland Press, 1975.
- Steel, J.G., *Brisbane Town in Convict Days*, University of Queensland Press, 1975.
- Stewart, Gordon and Stewart, Frances, *Biggenden's Beginnings*, 1981.
- Walker, Marie, *George Furber, First Trader on the Mary River*, Maryborough Wide Bay and Burnett Historical Society, 1987.
- Walker, Marie, *The Life and Times of Lady Mary Fitzroy*. Maryborough, Wide Bay and Burnett Historical Society, 1994.
- Waterson, D.B., *A Biographical Register of the Queensland Parliament, 1860-1929*, Australian National University Press, Canberra, 1972.
- Watson, W.J.E., *100 Years in Coal, Burrum District, 1863-1963*, Maryborough, Wide Bay and Burnett Historical Society, 1963.
- Williams, F., *Written in Sand*, The Jacaranda Press, 1982.
- Wilson, George, *A Century of Achievement*, St Stephen's Presbyterian Church, 1963.
- Wright, Judith, *A Cry for the Dead*, Oxford University Press, 1981.
- Index.



## INDEX

## A

- Abergorchy,  
     (Burruim coalmine), 388.  
 ABWQ 6 Television, 622.  
 Adair, R.W.S. (Ronald), 545, 548-551, 553,  
     556, 548-550.  
 Adams, Walter, 371.  
 Adamsom and Co., 562.  
 Adelaide Steamship Company, 640.  
 Aero Flight Aviation Company, 546.  
 Agnes, (schooner), 361, 377.  
 Air raid  
     - alerts, 591.  
     - precaution,  
         (A.R.P.) wardens, 586.  
 Airdome theatre, 626.  
 Alardus, (immigrant ship), 539.  
 Albert Hall, 626.  
 Albion Hotel, 415.  
 Aldershot, 381, 392, 471, 514-  
     518.  
 Aldridge,  
     - E.T., 381, 433, 435, 581,  
         639.  
     - H.E., 566.  
     - M.E., 566.  
 Alert, (ferry), 566.  
 Alert, (publication), 612.  
 Alex Cambell and Sons, 532.  
 Alison, Gilbert, 637.  
 Allan, C. 360.  
 Allom, Richard, 642.  
 Allomes, Joyce, 574.  
 Alma, (vessel), 463.  
 Alpha plantation, 425, 514.  
 Alsbury,  
     - J., 465.  
     - Jemina, 465.  
     - Jessie, 465.  
 American Civil War, 410.  
 Amies, Constable John, 432.  
 Ammenhauser, Gordon, 588-589.  
 A.M.P.  
     - Building, 619.  
     - Society, 446, 490.  
 Anderson,  
     - A.G., 610.  
     - Andrew M., 398-399.  
     - David Vanderbilt, 398-400.  
     - Gweneth Clare, 602.  
     - James Morris, 602.  
     - John (Jock), 602-603, 610, 615.  
 Anderson  
     - Private, 529.  
     - Robert Nelson, 602.  
 Angell,  
     - Frank and Amelia, 532.  
     - Private William, 532-533.  
     - Walter, 532-533.  
 Annear, J.T., 571.  
 Annie, (cutter), 358, 381.  
 Anthony, Tony, 630.  
 Anzac Committee, (the), 531.  
 Anzac Park, 547, 549.  
 April Memorial Celebrations  
     Fund, 538.  
 Arena, (hairdresser), 432.  
 Armistice, the, (of 1918), 535.  
 Armitage, Henry, 360.  
 Armstrong, Private Charles, 530-531.  
 Asmus, Matron  
     Dorothy Margaret, 446.  
 Atherton, A.E., 426.  
 Athlone Castle, (steamer), 602.  
 Aubinville, 603.  
 Augenson, W., 552.  
 Augusta goldmine, 425.  
 A.U.S.N. wharf, 594.  
 Austral Geo, 598.  
 Australian  
     - Broadcasting Commission, 617, 619.  
     - Broadcasting Control  
         Board, 619.  
     - Broadcasting Tribunal, 622.  
     - Conservation Foundation, 601, 645.  
     - Electrical Industries, 510.  
     - Federation of Business and  
         Professional Women's Club, 597.  
     - Hotel, (Maryborough), 581.  
     - Journalists' Association, 622-623.  
     - Labor Party, 595, 602.  
     - Labour Federation, 612.  
     - Littoral Society, 645.  
     - Medical Association, 490.  
     - Nursing Federation, 490.  
     - Steam Navigation Company, 464, 605.  
     - Stockman's Association, 642.  
     - War Memorial, 530, 555.  
     - Women's Land Army, 592.  
 Aviation, 544-556.  
 A.W.U., 612.  
 Ayrshire, (troop-ship), 532.  
 Axelsen, Matron Ida, 446.

**B.**

- Baby clinic, 431, 496.  
Baddow, 377, 601, 615.  
Baddow House, 498, 581, 639.  
*Badtjala*, 645.  
*Balclutha*, (vessel), 571.  
Baldery, William, 412-413.  
Banana, (region), 423.  
Ban Ban, 386.  
Band rotunda, 440, 531, 535.  
Bandidt, Harry, 619.  
Bank of Australasia, 396.  
*Barbara and Jane* (vessel), 386.  
Barnard, William, 426.  
Barnes, W.H., 567.  
Barnewall, Sir Reginald, 630.  
Barns, William, 437.  
Barringhaus, Barbara, 640.  
Barriskill,  
- A., 547, 549.  
- D., 548.  
Bartholomew,  
- James, 356-357, 582.  
- John, 481.  
- Mary Ann, 582.  
Barton, C.H., 443.  
Bashford, H., 614-615.  
Bates, Nancy, 610.  
Batholomew, John, 591.  
Battalions,  
- 9th, 528.  
- 14th, 530.  
- 15th, 524, 529-530.  
- 16th, 530.  
- 17th, 535.  
- 25th, 524.  
- 47th, 524.  
Bauer, Nurse Cecelia Elizabeth, 483, 485-487, 490.  
Bauple, 506.  
Bavarian Brewery, 582-583.  
Bay of Islands, 451.  
Bayley,  
- Archie, 577.  
- Henry Walter George, 573-577.  
- James Herbert, 573-577.  
- William Edward, 573-577.  
Baynes, J.H., 406.  
Beatson,  
- Mrs, 548.  
- Robert J., 613-614, 616.  
Beaufort colliery, 384-387, 394.  
Bechervaise and Associates, 644.  
Beiers,  
- Harold, 535.  
- J., 535.  
Bell, John, 374, 376.  
Bellert, J.C., 401.  
Bellevue plantation, 507.  
Bellfield colliery, 386.  
Bendeich, Doctor J., 447.  
Bennett, George, 353.  
Beresford, Trooper, 471.  
Berrie Paterson gold reef, 422.  
Bertoldo-Hyne, Loretta, 639.  
Beutel, Constable, 575.  
Beuttel, Norman, 518.  
Bicentenary, (Australian), 572, 639-640, 642.  
Bicentennial  
- Authority, 642.  
- Exhibition, 639.  
Bider Smith and Company, 560.  
Bidwill, John Carne, 419.  
Big Jim, (alleged bush-ranger  
of Musket Flat), 413-415.  
Big Mick's Flat, 360, 381.  
Biggenden, 514, 518, 552, 561,  
619, 622.  
Bilsborough, William, 418.  
Birch Carroll and Coyle, 626-628.  
Birdwood, General Sir William, 537.  
Bjelke Petersen,  
Premier Johannes, 511, 601.  
Black, Private George Scott, 537.  
Black Horse Hotel (Gayndah), 581.  
Black Snake, 515.  
Blackley,  
- Elizabeth, 527.  
- John, 528.  
Blake, Tom, 642.  
Blossum Inn, 415.  
Blow, Captain Collie, 502.  
Blue,  
- Archibald, 534, 543.  
- Isabella Menzies, 543.  
*Blue Jacket*, (vessel), 449.  
Boccabella, Lorenzo, 623.  
Boer War, 470-476, 520-521,  
528, 587.  
Bogimbah, 467.  
Boggo Road gaol,  
(see Brisbane gaol).  
Bolderrow, Greig K., 616.  
Bolton, John, 433.  
Boltons, (retail store), 627.  
Bolwell, Walter John, 543.  
Bond store museum, 644.  
Booker,  
- Charles J., 406, 410.  
- Edward, 558.  
Boolboonda, 423, 515.  
Boondall, (bus crash), 646.  
Boonooroo, 417, 501, 573-577.  
*Bopple*, (steamer), 538, 541.  
Boral sawmill, 645.  
Borchardt, F. 412.

- |                             |                     |                               |                     |
|-----------------------------|---------------------|-------------------------------|---------------------|
| Bose, Doctor,               | 439.                | Bundaberg Aero Club,          | 555.                |
| Botanic Gardens,            | 377, 477.           | Bundred, Captain,             | 409.                |
| Boult, Captain Edward,      | 376, 451, 500, 502. | Bungalow Picture Palace,      | 626.                |
| Boyer, R.J.F.,              | 617.                | Bungalow theatre,             | 436, 626-627.       |
| Boyle, Lieutenant J.C.,     | 589.                | Burbank colliery,             | 402.                |
| Boys, Captain Walter        |                     | Burgess, John,                | 568.                |
| Granleese, (Ponto),         | 531.                | Burgowan Coal Company Ltd.,   | 402, 408.           |
| Boys, William,              | 531.                | Burgowan                      |                     |
| Bracewell, James,           | 575-576.            | - colliery,                   | 401.                |
| Braddock,                   |                     | - Number Thirteen mine,       | 403.                |
| - Robert,                   | 503.                | - Number Twelve colliery,     | 404.                |
| - Thomas,                   | 503-504, 506, 508,  | - station,                    | 381, 387.           |
|                             | 510.                | Burke and Wills,              | 505.                |
| Bradshaw, John,             | 435.                | Burnett and Granville         |                     |
| Brady, Graham,              | 645.                | Bridges Act,                  | 566.                |
| Branch Creek,               | 580.                | Burnett River,                | 360, 384, 423, 507. |
| Brand, R.,                  | 554.                | <i>Burnett Times</i> ,        | 612.                |
| Brasch, L.,                 | 550.                | Burrowes, J. Clifford,        | 356.                |
| Breaksea Spit,              | 449.                | Burrum                        |                     |
| Breckenridge, William,      | 353.                | - coalfields,                 | 381-404, 597.       |
| Brennan, Patrick,           | 635.                | - District Coal Board,        | 475.                |
| Bridges, (various),         | 564-569.            | - Divisional Board,           | 410.                |
| Brisbane                    |                     | Burrum River,                 | 381, 383, 386-388,  |
| - gaol,                     | 576-577.            |                               | 392-393, 412, 500,  |
| - River,                    | 381, 456, 505.      | Burrum Shire Council,         | 567-569, 603.       |
| <i>Brisbane Courier</i> ,   | 545, 551, 607, 610. | <i>Burwah</i> (vessel),       | 464.                |
| Brisbane Newspaper Company, | 607.                | Bus crash, (of October 1994), |                     |
| Brisbane Tramways Company,  | 607.                | (see Boondall).               |                     |
| British Engineering         |                     | Bush Inn (Maryborough),       | 381.                |
| Supply Company,             | 560.                | Bushnell,                     |                     |
| British India Company,      | 390.                | - Isaac,                      | 537.                |
| Bromiley, Thomas,           | 356, 361.           | - W.,                         | 609.                |
| Brooklands,                 | 580.                | Buss, Horace,                 | 547.                |
| Brooklyn (residence),       | 471, 639.           | Bustard Head lighthouse,      | 462.                |
| Brooks, Ken,                | 636.                | <i>Butchala</i> ,             | 645.                |
| Broom, (Broome) Billy,      | 423-424.            | Butcher, Lucy,                | 577.                |
| Brooweena,                  | 599.                | <i>Butchulla</i> ,            | 645.                |
| Brown,                      |                     | Buzacott,                     |                     |
| - A.H.,                     | 433.                | - Annie,                      | 607.                |
| - Alan,                     | 637, 642, 645.      | - Charles Hardie,             | 604-608, 610.       |
| - Denis,                    | 643.                | - Emily Whiteford,            | 607.                |
| - Doctor Gillbee,           | 445, 542-543.       | - James and Ann,              | 604.                |
| - Elizabeth,                | 383.                | - Louisa,                     | 607.                |
| - M,                        | 547.                |                               |                     |
| Bryant, Frederick,          | 445, 581.           |                               |                     |
| Buchanan,                   |                     |                               |                     |
| - James,                    | 433, 566.           |                               |                     |
| - Matron,                   | 438.                |                               |                     |
| - Surveyor,                 | 381.                |                               |                     |
| Bulimba power station,      | 562.                |                               |                     |
| <i>Bulimba</i> , (steamer), | 439.                |                               |                     |
| Bundaberg,                  | 387, 397, 400, 410, |                               |                     |
|                             | 423, 425, 428, 452, |                               |                     |
|                             | 460, 523, 529, 550- |                               |                     |
|                             | 551, 553, 554, 559, |                               |                     |
|                             | 561-562, 580, 586,  |                               |                     |
|                             | 588, 617-619, 623,  |                               |                     |
|                             | 627.                |                               |                     |
- 
- |                            |               |
|----------------------------|---------------|
| <b>C.</b>                  |               |
| <i>Cahors</i> (wreck of),  | 464.          |
| Caldwell, John,            | 395.          |
| Caledonian Pipe Band,      | 593.          |
| Callagher, William,        | 367.          |
| Caltex oil terminal,       |               |
| (Hervey Bay),              | 409.          |
| <i>Calulu</i> , (steamer), | 408-409.      |
| Cameron, Senator D.,       | 617.          |
| Camm, R.E.,                | 562.          |
| Campbell, Sir Walter,      | 635-636, 644. |
| Cannibalism,               | 505.          |

- Cant,  
Lieutenant-Commander G.L., 589.
- Cape Moreton, 462.
- Capricorn group, 507.
- Carberry, Jimmy, 372.
- Cardale,  
Wing Commander J.G., 590.
- Carlock* (tug), 457, 630.
- Carlyon, Sian, 639.
- Carrier's Arms Hotel, 415, 544, 633.
- Carter, Major, 530.
- Caswell,  
- A., 618.  
- James Arthur, 554.
- C.B.A. Bank, 632.
- Cecilian Choir, 584.
- Celtic Monarch* (steamer), 409.
- Cemeteries, (Maryborough), 411, 419-420, 440, 480, 482, 487, 494, 537, 634.
- Cemetery Act, (of 1865), 483.
- Cemetery Board of Trustees, 420, 444, 487.
- Central Railway, 500.
- Central State School, 361, 525, 531, 609.
- Ceratodus*, (steamer), 366.
- Chamber's foundry, 503.
- Chang Chow*, (wreck of), 458.
- Channel Seven Network, 623.
- Chapman,  
- Duncan, 525, 531.  
- Lieutenant F.S., 550.  
- Ronald, 525, 531.
- Chataway, Lieutenant T.P., 530.
- Chauvel, Charles, 628.
- Chauvel and Co., 545.
- Cherry Venture*, (stranding of), 630-631.
- Cherwell Creek, 598.
- Chester, Mr, (government representative to Thursday Island), 571.
- Chew, Cliff, 418.
- Chifley, Prime Minister Joseph Benedict, (Ben), 595.
- Childers, 400, 414, 423-424, 482, 561-562, 586, 612, 618, 623, 627.
- Chillagoe, 517.
- Chillagoe*, (steamer), 507.
- Chinese, 378, 420, 432, 477-480, 489, 575.
- Ching, Lionel, (see also dugong hunting), 378, 417.
- Chippendale, A., 425.
- Christensen, Paul Daniel, 586.
- Christian,  
- Fletcher, 451.  
- Leopold Ackland, 451.
- Christison,  
- Barry, 498, 639.  
- Jan, 639.
- Churchett, William, 401.
- Churchett Torbanlea Coal Co., 401.
- Churchill  
- colliery, 402.  
- Extended colliery, 402.
- Churchward, Abraham, 498.
- Cinesound, (film productions), 628.
- City  
- Band, 526.  
- hall, (Maryborough), 490-491, 494-499, 521, 525, 526-527, 531-532, 535, 537-538, 561-562, 572, 585, 587, 590, 594, 614, 626-627, 643, 645.
- City of Bicycles*, (documentary), 619.
- City of Melbourne*, (troop-ship), 537.
- Civic Hotel, (Maryborough), 644.
- Civil Defence  
- Committee, 590.  
- Constructional Corps, 592.
- Clacher, H., 562.
- Clarence*, (steamer), 608.
- Clarendon House, (residence), 437.
- Clark,  
- Leila, 538.  
- W.H., 561.  
- W.P., 465.
- Clarke, H.J., 389.
- Clayton,  
- J.E., 437.  
- R.B.B., 445, 514.  
- Reverend Philip Byard, (Tubby), 445.
- Clement and Sons, 634.
- Clyde colliery, 394.
- Coal industry, 381-404.
- Cochran, S.F., 561.
- Cockburn, Daphne, 584-585.
- Codd, Constable T., 457.
- Coffee cultivation, 356.
- Coghlan, V.B., 547.
- Colbourne,  
- Constable Sam, 381.  
- Susan, (see also Susan River), 381.
- Colmslie plague hospital, 480, 488, 490.
- Colonist* (publication), 612.
- Colston Junction, 555.
- Combén, Pat, 644.
- Comfort*, (dugong hunting vessel), 418.





Demaine,  
   - Jack, 599.  
   - W.H., 612-613.  
 Demaine House, 599, 645.  
 Dempster, Seaman Joe, 454.  
 Denhams, (retail store), 627.  
 Denman, R.J., 361.  
 Department of  
   - Civil Aviation, 548.  
   - Customs and Immigration, 630.  
   - Harbours and Marine, 641.  
   - Post and Communications, 571.  
   - Primary Industries, 634.  
   - Public Health, (Brisbane), 479.  
   - Social Security, 491.  
   - Tourism, National Parks,  
     Sports and the Arts, 634.  
*Derwent*, (steamer), 374.  
 Devil's Elbow, (Mary River), 547.  
 Diamond, Bill, 615.  
 Dickens, T.R., 437.  
 Dillingham Corporation, 600.  
 Dimmock, Tom, 396.  
 Dingle, Henry, 426.  
 Dixon, Doctor Grahame P., 483, 491.  
 Dods, Robin S., 497.  
 Dollin, Bob, 582.  
 Dominion flour mill, (see flour mill).  
*Don Juan* (vessel), 450.  
 Dong, Alfred, (Minty), 573-577.  
 Donovan, J., 439.  
 Doon Villa, 359, 643.  
 Doongul Creek, 412.  
 Doongul station, 412.  
 Doran, Constable, 433-434.  
*Dorrigo* (steamer), 453, 456.  
 Dorsey, Doctor William, 433.  
 Double Island Point, 378, 465, 630.  
 Double Island Point lighthouse, 454-456, 465.  
 Douglas, Premier John, 386, 571.  
*Douglas*, (schooner), 357.  
 Dowd,  
   - Bernie, 639.  
   - Brian, 622.  
 Dowser and Purser, (store), 605-606.  
 Dowzer, James, 433, 443, 470.  
 Drabsch, H., 547.  
 Drapery Palace, 537.  
 Drummond's Creek, 426.  
 Dudley Coal and Investment  
   Company, 392-393.  
*Dugong*, (hopper barge), 506.  
 Dugong hunting, 366, 378, 417-418.  
 Duke of Manchester, 426.  
*Duke of Portland*, (troop-ship), 473.  
 Dunbarton Castle Hotel, 415.

Duncan,  
   - Brian, 618.  
   - Nurse, 478.  
 Dundathu, 354-356, 374-375,  
   410, 478, 491, 609.  
*Dundathu*, (locomotive), 354.  
 Dundee Coal Company Ltd., 402.  
 Dundee colliery, 400-401.  
 Dunmora, 415.  
 Dunn,  
   - Andrew, 609.  
   - Andrew, (senior), and Ann, 609.  
   - G.V.S., 517.  
   - H., 610.  
   - Matron Bridget, 434-436.  
 Dunstan, B., 406.  
 Dunstan colliery, 402.  
 Dyson, T.J., 516-517.

## E.

Eadie, William, 609.  
 Earl, Brian, 644.  
 Earnshaw, Doctor P.A., 486.  
 Eatonvale, 506.  
*Echuca*, (steamer), 508-509, 587.  
*Echuunga*, (steamer), 508, 510, 587.  
 Eckert, Phoebe Miriam, 646.  
*Edenhope*, (E Class vessel), 510.  
*Edith*, (launch), 457.  
 Edward VII, (coronation of), 475.  
 Edwards,  
   - Doctor Llew, 442.  
   - Edmund, 482.  
   - Letetia, 482-484.  
 Eidsvold, 422, 425.  
 Eight Mile Swamp, 576.  
 Electoral and Administrative  
   Review Commission, 645.  
 Electric light,  
   (at Maryborough), 520, 558-562.  
 Elizabeth II,  
   (Queen of England), 490, 592, 618.  
 Elizabeth Park, 420.  
*Ella*, (motor vessel), 644.  
*Ellen*, (labour vessel), 373, 378.  
 Ellengowan colliery, 402.  
 Elliot, (see Musket Flat).  
 Elliot, Matron, 438-439.  
 Elmer, Richard, (Dick), 601, 621, 636, 639.  
*Elmore*, (E Class vessel), 510.  
 Elson Green, Bill, 627.  
 Embassy theatre, 627.  
 Emery, Jean, 467.  
*Empire* (publication), 443.  
*Empire Brent*, (steamer), 602.  
*Enfield*, (E Class vessel), 510.  
 Englehardt, Nurse, 480.

- English, G., 610.  
 English, Scottish and  
   Australian Chartered Bank, 390.  
 Engwirda, Joe, 630.  
 Ernst, Doctor Gustavus, 434-435.  
 Eskdale (residence), 411.  
*Ethel*, (schooner), 463.  
*Eugowra*, (E Class vessel), 510.  
 Eureka gold reef, 422.  
*Euroa*, (E Class vessel), 510.  
 Eurong Beach resort, 628.  
 Evans Deakin Industries, 511.  
 Evans Reef, 464.  
 Ewart, Don, 621.  
 Eye Opener goldmine, 425.
- F.**
- Fadden, Arthur William, 588.  
 Fair Haven Aged  
   Christians' Home, 601.  
 Fairlie and Sons, 612.  
 Fairlie,  
   - James, (junior), 363-364, 495.  
   - James, (senior), 363-364.  
*Farmand* (oil tanker), 409.  
 Farmer, Doctor Gabriel, 445.  
 Farmers' Protest Committee,  
   (against Mary River barrage) 634.  
 Farrell, D., 613.  
 Faulkner,  
   - J.T., 441.  
   - O., 433.  
 Federal hall (Howard), 400.  
 Federal Hotel (Maryborough), 590.  
 Federated Clerks' Union, 597.  
 Federation, 572.  
 Feldman, Josephine, 646.  
 Ferguson,  
   - John, 607.  
   - W.E., 360.  
 Fielding, Major-General, 514.  
 Fiji, 364.  
 Financial Guarantee and  
   Assurance Company, 607.  
 Finney, A., (of Hexagon Films), 628.  
 Finney, Isles and Company, 439, 538, 545-548.  
 Finselback's brewery, 582.  
 Fire brigade, (Maryborough), 376, 431, 439, 491-  
   492, 508.  
 Fish Depot,  
   (Henry Palmer's store), 370-372, 376.  
 Fisher,  
   - J., 556.  
   - John, 613.  
   - Prime Minister Andrew, 410, 498, 613.  
 Fishermen's Cooperative, 371.
- Fitzgerald,  
   - Sir Maurice, 389.  
   - Tony, 645.  
 Fitzroy River, 358.  
 Flavelle Brothers,  
   (Jewellers of Brisbane), 537.  
 Floating baths, (in Mary River), 495.  
 Floods., 356-357, 370-379.  
 Flour mill, (Maryborough), 362, 420, 518, 560.  
 Foll, H.S., 587.  
 Follit, Doctor H.H.B., 445, 521.  
 Foot, Margaret, 609.  
 Forrest, Peter, 635.  
 Forshaw, G., 583.  
*Fortitude* (immigrant vessel), 353.  
 Fortitude Valley, 581.  
 Foster's Camp, 573-577.  
 Fountain and Co., 389.  
 Fowler, Sid, 626-627.  
 Fox, H.A.C., 600.  
 Francis,  
   - Christopher, 388.  
   - E.M.G., 446.  
   - H.G., 446.  
   - Matron S.S., 446.  
   - Sister I.G., (Grace), 446, 592.  
 Francis Hotel, 415.  
 Fraser,  
   - Douglas, 622, 628.  
   - Eliza, (film of), 628-629.  
   - Prime Minister Malcolm, 600.  
 Fraser Coast Co-ordinating  
   Committee, 645.  
 Fraser Island, 366-368, 378, 449-  
   450, 456-457, 459-  
   460, 467, 542, 547,  
   591-592, 598-601,  
   603, 623, 628, 645.  
   - Defenders' Organization,  
     (F.I.D.O.), 601, 645.  
   - Environmental Enquiry, 600.  
   - Implementation Scheme, 636.  
   - World Heritage listing, 636.  
 Freeman, J.B., 525.  
 Frees, (Mrs -  
   Spanish influenza victim), 543.  
 Frewen, Captain K.M.,  
   (aviation), 552.  
 Fry, Captain, 377.  
 Fulton, Sergeant, 528.  
 Furber, George, 353, 420, 645.  
*Fusilier*, (immigrant vessel), 361.

## G.

Gallagher, Sergeant,	413.	Gin Gin,	423, 506, 627.
Galwey, Constable Louise,	643.	Gladstone,	383, 406-407, 412, 551, 605, 630, 641.
Gambie, Amos,	395.	Gladwell, Frederick William,	353, 355, 357, 383.
Garbutt, Corporal,	526.	Glasgow, Major-General	
Garde,		Sir Thomas William,	536.
- Alethe Maud,	443.	Glenesk Company,	393.
- Doctor Henry Croker,	438-439, 441-443, 445-446, 491, 627.	Globe colliery,	402.
- Doctor Henry Lee,	420, 441, 443, 445- 446, 483, 490-491, 534, 542, 547.	Goff, Gene,	598.
- Margaret,	491.	<i>Golden City</i> ,	
- Mary Doreen,	443.	(immigrant vessel),	357.
- Mary Lee, Thomas Brian and Andrew Patrick,	491.	<i>Golden Empire</i> ,	
- Nora Kathleen,	443.	(immigrant vessel),	581.
- Thomas William,	443, 490-491.	Golden Lamb Hotel,	
- Thomas William, (junior),	443, 491.	(Maryborough),	581.
Gardner and Company,	423.	Goldsmith,	
Gasson, Captain Henry,	464.	- A.J.,	506.
Gataker, Minnie,	538.	- H.,	588, 594.
Gataker's Bay,	628.	- Noela,	635.
Gataker's warehouse,	419.	Goldswear, Jacob,	501.
Gatland, Trooper,	471.	Goodwin,	
Gauld, Graham,	644.	- Harry,	636.
Gayndah,	410, 415, 421, 426, 428, 433, 517, 550, 561-562, 581, 629, 642.	- John,	470.
- District Hospital,	435, 490,	- W.K.,	431.
- Shire Council,	550, 567.	Goold-Adams, Sir Hamilton J.,	407.
Gazal, Sam,	623.	Goomeri,	358, 561.
Gebangle goldfield,	421-422.	<i>Goori</i> , (vessel),	640-641.
Gee, (Chinese boot-maker),	432.	Gootchie,	471.
Gees, Thomas,	417.	Gordon,	
Genç, Professor Reşat,	530.	- Stewart,	566.
General Labour Union,	612.	- William,	566.
Gennon, John,	400.	Gormley,	
Geraghty,		- Francis Hugh, (Frank),	574-577.
- George,	635.	- James,	576.
- Martin,	634-636.	- W.,	643.
Geraghty's store,	634-636, 640.	Gosford Communications,	623.
Gerber, Constable H.P.,	574.	Goss, Premier Wayne,	645.
<i>Gertie</i> , (vessel),	502.	<i>Government Gazette</i> ,	382, 564.
Gethings, Mavis,	646.	Government Information	
<i>Ghengis Khan</i> ,		Bureau,	529.
(immigrant vessel),	353.	Grafton-Ross, Roddice D.E.,	445.
Ghost Hill,	618.	Graham, John,	558.
Gibbon, James,	412.	Grahame, Charles,	618.
Gibson, E.R.,	560-561.	Grand Hotel, (Maryborough),	372-373, 376, 410.
Gilbert, J.,	558.	Grant, Frank,	641.
Gill, Francis,	514.	Granville,	357, 373, 375, 377, 509, 538, 566-569, 582, 602-603, 620- 621.
Gillam, Andrew,	500.	- bridge,	566-569.
Gillespie, James S.,	492.	- Hotel,	377, 574, 601.
Gillhespy, T.J. (senior),	584-585.	- shire hall,	567, 569, 575.
Gillies, Doctor,	542.	- State School,	588.
		Great Barrier Reef,	462.
		Great Depression,	586.
		Great Sandy region draft management plan,	645.



- Great Victoria*,  
(immigrant vessel), 504.  
Greathead, Robert, 353, 355, 357, 383.  
Greaves,  
- George Lewis, 573-577.  
- James, 438.  
- Mick, 574.  
Green,  
- Reverend, 521.  
- Marjorie, 640.  
Greer, James, 370.  
Grey,  
- Alvan, 454-456.  
- Captain Charles Albert, 453-456.  
Griffith, Sir Samuel Walker, 439.  
Griffiths,  
- Dora Vivienne, 443.  
- Thomas, 360.  
Griggs, Frederick, 395.  
Grimes, Doctor Judith, 644.  
Grittall, Lucy, (senior), 590.  
Groom, L.E., 509.  
Groundwater, George Douglas,  
(Sonny), 494-495, 499.  
Groundwater, William, 494.  
Grout,  
- Edward, 412-413.  
- James Edward, 414-415.  
- R.J., 414.  
- Robert, 412, 415.  
Gruter, O.J., 548.  
*Guardian*, the, (Brisbane), 383.  
Gunnedah, 590.  
Gympie, 358, 361, 378, 384,  
390, 397-399, 417,  
422, 425, 427, 492,  
494, 505, 529, 544-  
548, 551, 564, 580-  
581, 583, 586, 599,  
612, 617, 627.  
Gympie gasworks, 507.  
*Gympie Times*, 545.
- H.**  
Habig, Captain, 449-450.  
Haggis and Lucy (company), 515.  
Hail storm, (of 1966), 601.  
Hair, Sister Gwen, 447.  
Hale, Marcos, 621.  
Halfway House Hotel, 374.  
Hall,  
- Ada Beatrice, 439.  
- Alexander, 523.  
Hall and Dods (architects), 497-498.  
Halloran, Arthur E., 433, 435, 566, 605-  
607.  
Haly, T., 548.  
Ham, Doctor, Burnett, 479-480, 488-489.  
Hamilton,  
- Andrew, 400-401.  
- John, 417.  
Hanley brothers,  
(Italian warehouse), 432.  
Hansen,  
- Abraham, 374.  
- Brendan, 562.  
- Les, 554.  
- Nicholas, 483.  
- Peter, 421.  
Hanson, (gunsmith), 379.  
Happy Valley, 457.  
Harbours and Rivers  
Department (Brisbane), 506.  
Hardie, Sarah May, (death of), 466.  
Harford, Iva, 646.  
Harricks, Doctor J.H., 437, 445.  
Harrington, W.F., 406, 432, 503-506,  
508, 510, 566.  
Harrup, (chemist), 432.  
Hart, Robert, 356-359.  
Harvey,  
- D.C., 618-619, 622.  
- Lieutenant H.C., 521, 523.  
- Lieutenant H.O., 521.  
- W.C., 521.  
- Major W.H., 539.  
- Major W.O., 521.  
- Noel, 638.  
Hashamoto, Captain T., 456-458.  
Hastings, William, 483, 490.  
Hatton, E.J., 610.  
Hauley, A.E., 465.  
Hausknecht, G.M., 425.  
Hawkes,  
- David, 622.  
- P.O., 538.  
Hawthorne, Chief Constable, 470.  
Hayes, Jacqui, 627.  
Hayward, L., 628.  
Head, John, 374, 376.  
Heath, Rita, 646.  
Hedland, William, 553.  
*Helena* (vessel), 373, 581.  
*Helenslea*, (immigrant vessel), 363.  
Helsham's Building, 608.  
Henderson,  
- Donald, 465.  
- Duncan, 464.  
- William Alexander, 360.  
Henne, Karl, 644.  
Herbert, Henry, 412.  
*Hercules*, (steamer), 354, 366.  
Hervey Bay, 406, 417, 446, 457,  
469, 507, 510, 520,  
547, 615, 618, 622-  
623, 640, 645.

- Hervey Bay  
   - Historical Society, 467.  
   - Ratepayers' Association, 628.  
 Hewlett, J., 399.  
 Hexagon Films, 628.  
 Hibernian hall, 627.  
 Hickey, Frank, 615.  
 Hickman and Co., 506.  
 Higgins, Ian Henry, 553.  
 High Court, 397.  
 Hiley, T.A., 599.  
 Hill, David, 618.  
 Hillman, (pilot), 552.  
 Hinkler, Bert, 544, 550-551, 629.  
 Hinton, Reverend J.T., 605-606.  
 Hirst, (sugar baker), 432.  
*History of the 15th Battalion, H.M.A.S.*  
   - *Australia*, 407.  
   - *Diamantina*, 593.  
   - *Maryborough*, 588-589, 594.  
   - *Rockhampton*, 590.  
   - *Shoelhaven*, 590.  
   - *Toowoomba*, 590.  
 H. May and Company, 425.  
 Hobbs, J.B., 568.  
 Hobson, Noel, 638.  
 Hockley,  
   - A., 579.  
   - Major Rupert, 535.  
 Hockley and Co., 444, 528, 533.  
 Hodgkinson, Harold, 617.  
 Hoffman, Adolf, 534, 543.  
 Hogan, George, 375.  
 Hogg, Lieutenant J., 550.  
 Hollow Tooth goldmine, 425.  
 Holme, Reverend Thomas, 582.  
 Holme, Trooper Charles B., 471-473.  
*Hopewell*, (steamer), 361, 363.  
*Hopewell*, (barge), 645.  
 Horsburgh,  
   - Andrew Melville, 582.  
   - George Turner, 473-476, 581-582.  
   - George (senior), 475, 581-582.  
   - James Melville, 582.  
 Horsburgh and Co., 498, 527-528.  
 Hospitals, (various), 433-447.  
 Houston,  
   - Alexander, 395.  
   - John, 395-396.  
 Howard,  
   - 386, 391-393, 397-400, 407, 412, 471-472, 475, 507, 561, 586, 612, 639.  
   - 397.  
   - 386-388, 433, 438, 566, 605.  
   - 386-390, 392, 470.  
   - collieries, 397.  
   - George, 386-388, 433, 438, 566, 605.  
   - William, 386-390, 392, 470.  
 Howard  
   - cemetery, 396.  
   - power station, 404, 561-562, 629.  
 Howard Smith and Sons, 374, 410, 464.  
 HSV 7 Television, 623.  
 Hughes,  
   - Captain, 378.  
   - Dorothy, 552.  
   - Prime Minister W.M., 532, 535, 592, 613.  
 Humphreys, William, 412.  
 Hunter,  
   - Brian, 621, 624.  
   - David, 632.  
   - Francis, 531.  
   - Jean, 524, 531.  
   - Robert Alexander (Bob), 523-524, 529, 531, 628.  
 Hurley, John, 386, 389, 390.  
 Huxham, John, 538.  
 Hyne,  
   - Chris, 645.  
   - Henry James, 362-363, 520.  
   - Lambert, 353, 363.  
   - Richard Matthew, 361-362, 386, 558.  
   - Thomas and Mary Ann, 361.  
   - Warren, 363, 635, 645.  
   - William, 361.  
 Hyne and Son sawmill, 361-363, 374, 377, 628, 645.  
 Hynes, M.P., 561.
- I**  
 Iderway station, 421.  
 indah, 492.  
   - plantation, 377, 506.  
 Immigration depot(s), 377, 387, 480-481, 484, 486.  
 Ingham,  
   - J., (junior), 571.  
   - J., (senior), 572.  
 Inskip Point, 500, 605.  
 Insurance Council of Australia, 643.  
 Ipswich, 354, 398-399, 537, 627.  
 Irrigation and Water Supply Commission, 634.  
 Isis  
   - hospital, 423.  
   - Investment Company, 392, 396.  
   - Junction, 598.  
 Island Bend, 634.  
 Island Plantation, 374, 376-377, 501.  
 Isolation ward, (show-grounds), 542.  
 Italian nationals, 588.

**J.**

Jackson,	
- C.F.V.,	517.
- Edward George,	554.
James, Lionel D.,	533.
<i>James Nash</i> , (ketch),	384, 463.
J. Blundell and Sons,	425.
Jennings, W.,	439.
Jensen, Del,	460.
<i>Jerusalem</i> (immigrant vessel),	390, 471.
Jobson, G.,	592.
John Burke Ltd.,	453.
<i>John Weatherstone</i> , (steamer),	384.
Johnson,	
- Amy,	552.
- Julia,	449.
- Trooper,	575.
Johnston, James,	395-396.
Jolley, O.H.,	551.
Jones,	
- Alf,	410.
- Betty,	552.
- John Lee,	645.
- W.T.,	538.
<i>Juanita</i> , (launch),	458.
Jubilee mine,	402.
Jumpo Creek,	590.
Justitia,	477.

**K.**

Kalkie plantation,	507.
<i>Kallatina</i> , (steamer),	453.
Kamon, Robert,	598.
Kamon Exploration Company,	598.
Kaylor Creek,	573.
Keating, Prime Minister Paul,	592.
Keefe, Detective Sergeant G.,	574-575.
Keith, William,	470.
Kelleher, Sergeant E.,	523.
Kelliher, Sister Josie,	447.
Kelly, Joseph J.,	605, 617.
Kelly's barn, (Granville),	566.
Kennedy, Governor Sir Arthur,	505.
Kennett, F.D.	547-548.
Kenningham, C.,	526.
Kent, John,	470.
Kerr,	
- Private James,	522-523.
- Private Walter,	535.
Kettle of sovereigns,	
(legend of),	413-414.
Keys, H.,	518.
<i>Kgari</i> , (vessel),	640.
Kidd, H.,	556.
Kidston, Premier William,	495-496.

Kilkivan,	390, 515, 542, 561, 580.
Kilkivan station,	426.
Kilroe, J.,	547.
King,	
- H.E.,	564.
- Senior Constable Thomas,	375-377, 413.
- W. Myers, of	
(King and King, Brisbane),	459.
- William (Bill),	577.
- Yorky,	418.
Kingaroy,	534, 543, 549, 561, 580, 586.
<i>Kingaroy Herald</i> ,	534.
<i>Kingswear</i> , (steamer),	396.
Kinne, Fritz,	582.
Kirkpatrick, Nigel,	639.
Kirkcubbin plantation,	506.
Klein, Martin,	355.
Kleinschmidt, F.,	645.
Knight,	
- Captain F.C.,	605.
- Cliff,	634.
- F.S.,	566.
- J.J.,	545.
Knudson, Trooper Peter,	475.
<i>Kofuku Maru</i> , (see Krait).	
Kolan River,	507.
<i>Krait</i> , (vessel),	591.
Kruger, Ernest,	422.
Kulick, P.,	526.

**L.**

Lade, Reg,	640.
<i>Lady Bowen</i> , (steamer),	605.
Lady Mary goldmine, (Gympie),	425.
Lady Musgrave	
- hospital(s),	445-447, 601.
- Lodge,	445.
Lady Rose goldmine,	425.
<i>Lady Young</i> , (steamer),	605.
Lambert,	
- Elizabeth,	361.
- W.S.,	612.
Lamington Aquatic centre,	643.
Lamington Bridge,	374, 494, 565.
Lamington Bridge Act,	565.
Lancashire colliery,	386.
Lancaster, Lieutenant	
Commander M.W.,	594.
Land Army, (World War Two),	597.
Lands Department,	
(Maryborough),	412, 420, 603.
Lane,	
- Doctor,	436.
- Matron,	438.

Langer, Frank, 634.  
*Lass O' Gowrie*, (vessel), 640.  
 Lay, Eva, 537.  
*Lavina*, (schooner), 358.  
 Le Blowitz,  
   - Mary, (murder of) 423.  
   - Tom, 422-425.  
 Leach, (boot-maker), 432.  
 Lee,  
   - Captain H.W., 521.  
   - Jane Henrietta, 490.  
   - Lieutenant-Colonel W., 520-521, 534.  
 Lees, W.H., 465, 534.  
 Leftwich family,  
   (oyster industry), 500.  
*Leichhardt*, (steamer), 427.  
 Lennon, Constable, 432.  
 Lenthall, Mary, 646.  
 Lewis, Peg, 597, 635.  
 Liberty Theatres, 627.  
 Lighthouses, (various), 462-469.  
 Lilburn, Herbert Stephan, 620-621.  
 Lindley,  
   - G., 491.  
   - Neville and Elayne, 642.  
 Linklater, John, 381.  
 Little, Doctor, 437.  
*Llewellyn*, (steamer), 451.  
 Local Authorities Act, 559.  
 Local Government  
   Women's Association, 597.  
 Logbridge Hotel, 415.  
 Logging, (cessation of on  
   Fraser Island), 645.  
 Loof (German blacksmith), 533.  
 Loose, G., 627.  
 Lord Granville, 566.  
 Loughran, Captain, 530.  
 Love, Doctor Wilton, 486.  
 Lovell, Selina, 465.  
 Lowe,  
   - John, 456.  
   - Stead Brook, 554.  
 Lucky Strike Drilling Company, 598.  
 Ludbey, Private H., 530.  
 Lukin, George Lionel, 374.  
 Luther, Doctor, 445.  
 Lutwyche, Justice Alfred  
   James Peter, 435.  
 Lyons, Prime Minister J.A., 586.  
*Lytton*, (steam dredge), 381.

## M.

Mabo legislation, 645-646.  
 Macalaster, Trooper, 471.  
 Macalister, Premier Arthur, 564.  
 Macartney, E.H., 546.  
 Mackay,  
   - Catherine, (Kit), 590, 597, 635.  
   - W., 635.  
   - W.W.G., 590.  
 Maclean, A.P. (Nancy), 592.  
 Mactaggart, Daniel, 390.  
 Magnetic Island, 358.  
*Maheno*, (wrecking of), 456-460, 630.  
 Maher, S., 402.  
 Mahoney, Kevin, 634.  
 Mainer, P., 547.  
 Manson, Christina, 494.  
*Maori King*, (troop-ship), 472.  
 Marbiak Island, 571-572.  
 Maria Creek, 385, 561.  
 Marine Board, 462, 568.  
 Marks, H.J., 422.  
*Marloo* (wrecking of), 449.  
 Maroochy, 630.  
 Marsh, Robert, 374.  
 Marshall, William, 433.  
 Martin, Reverend J.D., 488.  
*Mary* (steamer), 378.  
*Mary Ann*, (locomotive), 354.  
*Maryborough*, (dredge), 506.  
 Maryborough  
   - Ambulance Transport  
     Brigade, 372, 410, 479, 627.  
   - Amusement Company, 626.  
   - And District Development  
     League, 598.  
   - Bicentenary Committee, 638-639, 642.  
   - Brewery, 583.  
   - Bridge, 374-375, 378.  
   - Bridge Board Act, 565.  
   - butter factory, 580.  
   - cemeteries, (see cemeteries).  
   - Chamber of Commerce, 407, 410, 588.  
   - Circuit Court, 435, 633.  
   - Co-operative Dairy  
     Association, 410, 579-580.  
   - Coal Prospecting Company, 392.  
   - Court-house, (see court house).  
   - District Court, 643.  
   - District Development  
     Board, 640.  
   - Electric Supply Company, 559.  
   - Family Heritage Institute, 644.  
   - Federal Band, 617.  
   - Gas Company, 378, 558-559, 608.



- |                                   |                     |                                 |                     |
|-----------------------------------|---------------------|---------------------------------|---------------------|
| Maryborough                       |                     | <i>Maryborough Chronicle,</i>   | 355, 361-362, 368,  |
| - gasworks,                       | 361, 507.           |                                 | 370-371, 373-377,   |
| - Grammar Schools,                | 361, 363, 444, 521, |                                 | 383-386, 388-389,   |
|                                   | 531, 542, 552, 613. |                                 | 395, 399, 406-408,  |
| - Harbour Board of                |                     |                                 | 410, 413, 415, 417, |
| Assistance and Advice,            | 406, 410.           |                                 | 419, 421-422, 425,  |
| - Heritage Markets,               |                     |                                 | 431, 434, 436, 440, |
| (street stall trading),           | 639.                |                                 | 443, 451, 456, 458, |
| - High School,                    | 420, 505.           |                                 | 462-463, 471-473,   |
| - hospital,                       | 355-356, 395, 401,  |                                 | 475, 477-481, 483,  |
|                                   | 410, 479-480, 483-  |                                 | 486-487, 490-491,   |
|                                   | 484, 487, 490, 537, |                                 | 494, 496, 505, 509, |
|                                   | 560, 577, 590, 592, |                                 | 515-516, 520-521,   |
|                                   | 601.                |                                 | 523, 525-527, 529,  |
| - Hospital Board Committee,       | 443, 490, 597, 612- |                                 | 532-536, 538, 542,  |
|                                   | 613.                |                                 | 545-547, 550, 558-  |
| - Kennel Club,                    | 499.                |                                 | 560, 562, 567, 570- |
| - lock up, (police cells),        | 376.                |                                 | 572, 579-580, 586,  |
| - Magistrates Court,              | 574, 633.           |                                 | 588, 590, 593, 597, |
| - Male Choir,                     | 617.                |                                 | 604-610, 612-613,   |
| - Motor Boat Club,                | 644.                |                                 | 618-619, 628.       |
| - municipal library,              | 602.                | Maryborough/Hervey Bay          |                     |
| - Naval Band,                     | 498, 526, 537.      | Artificial Reef Committee,      | 640-641.            |
| - Naval Brigade,                  | 431, 490.           | <i>Maryborough Mail,</i>        |                     |
| - Newspaper Company,              | 609.                | (publication),                  | 612.                |
| - Permanent Building Society,     | 444.                | <i>Maryborough, Gayndah and</i> |                     |
| - police station,                 | 376, 413, 495, 497, | <i>Northern Ports General</i>   |                     |
|                                   | 576, 643-644.       | <i>Advertiser,</i>              | 604.                |
| - Primary School,                 | 363.                | Mary Heritage,                  | 640.                |
| - Rotary Club,                    | 353.                | Mary River,                     | 353, 357, 360-361,  |
| - show-grounds,                   | 541-542, 544, 587,  |                                 | 370, 373, 381, 384, |
|                                   | 603.                |                                 | 406-407, 436, 440,  |
| - sugar mill,                     | 372, 602.           |                                 | 451, 466, 478-479,  |
| - T.A.F.E. College,               |                     |                                 | 488, 494-495, 500-  |
| (see T.A.F.E. College).           |                     |                                 | 501, 509-510, 547,  |
| - Tin-plate and Zinc Works,       | 581.                |                                 | 551, 554, 564, 567, |
| - Town/City Council,              | 361, 363, 371, 376, |                                 | 571, 577, 581, 588- |
|                                   | 380, 384, 420, 443, |                                 | 589, 605, 630, 641, |
|                                   | 446, 471, 474, 478, |                                 | 644, 646.           |
|                                   | 484, 487-489, 491-  | - barrage system,               | 601, 634.           |
|                                   | 492, 495-499, 510,  | - Monster,                      | 500.                |
|                                   | 520-521, 537, 543,  | Mason,                          |                     |
|                                   | 546, 548-549, 551,  | - Ben,                          | 643.                |
|                                   | 553-555, 559-561,   | - John and Pam,                 | 643.                |
|                                   | 566-567, 571-572,   | Masonic Lodge,                  | 497.                |
|                                   | 581, 587, 589, 593- | Massington, R.,                 | 571.                |
|                                   | 594, 599, 601-603,  | Mathieson, Charles,             | 452.                |
|                                   | 609, 612-613, 619,  | Matthews, Tony,                 | 628.                |
|                                   | 622, 634, 636, 638, | <i>Mayflower</i> , (vessel),    | 361.                |
|                                   | 643-645,            | McAdam, William,                | 420, 433-434, 436.  |
| - Universal Service League,       | 532.                | McClelland, C.,                 | 610.                |
| - West State School,              | 601.                | McConkey, E.L.,                 | 440.                |
| <i>Maryborough Base Hospital,</i> |                     | McCormack,                      |                     |
| (booklet)                         | 434.                | - N.G.,                         | 619.                |
| Maryborough Wide Bay and          |                     | - Premier William,              | 568.                |
| Burnett Historical Society,       | 415, 445, 634-635,  | McCronon, (2nd lieutenant of    |                     |
|                                   | 638.                | Wide Bay Rifle Rangers),        | 470.                |
|                                   |                     | McDonald, J.B.,                 | 400-401.            |
|                                   |                     | McDonnell, J.,                  | 571.                |

McDowell,			
- R.,	599.	Milzewski family,	
- R.D.,	590, 594, 617.	(oyster industry),	500.
McEwen, John,	588.	Mining Exchange Hotel,	
McGhee, David,	618.	(Gympie),	361.
McGhie, Charles S.,	612.	Miriam Vale,	358.
McGregor, Malcolm,	412, 417.	Missing, Herbert H.,	471, 475.
McGuire, T.J.,	560.	Mitchell,	
McIlveny, Thomas,	431.	- W.,	548.
McIlwraith,		- William,	410.
- J.,	359.	Miva,	388.
- Premier Sir Thomas,	389, 429.	Modern Film Productions,	628.
McIndo, Matron,	447.	Moffat,	
McIndoe, Alexander,	523.	- Edith Gilmor,	632-633.
McIntyre, Kate,	609.	- William Alan,	632-633.
McKay,		Moha Moha,	
- Benjamin Thomas,	508.	- (legendary sea monster),	465.
- Doctor A.A.,	445.	Mohr, John David,	399.
- Matron Jean,	446.	Molloy, Thomas,	355.
McKenzie, Hepburn,	367-368.	Monduran,	383.
McKenzie brothers,		Monteith, J.,	550.
(Mount Perry),	426.	Montgomery, Pilot Joseph,	449.
McKenzies' sawmills,	367-368.	Moore,	
McKie, Ronald,	629.	- Carlson Fletcher,	554.
McLean, Beatrice,	459.	- Premier Arthur Edward,	568.
McLelland, Doctor Hugh,	445.	Moreton Bay Oyster Company,	502.
McLeod, Private George,	534.	Morgan, O.,	526.
McMillan, Agnes McKay,	602.	<i>Morning Star</i> , (oyster cutter),	501.
McNab, Russell,	640.	Morris, Trooper A.,	471, 473-474, 528.
McVean, Graham,	623.	Morton and Morton,	
McWatters,		(solicitors),	561.
- Leonard,	492.	<i>Moruya</i> , (steamer),	455, 456.
- William,	609.	Moulden, Graham,	640.
McWhinnie, Mary,		Mount	
(see Pettigrew, William),	353.	- Bauple,	618.
<i>Mecca Brand Pure Coffee</i> ,	356.	- Biggenden,	422, 510.
<i>Medical Journal of Australia</i> ,	486.	- Goonaneman,	619-623.
Meiklejohn, John,	353, 355.	- Morgan,	402, 422, 506, 607.
Mein, Frederick,	355.	- Perry,	390, 422, 426-429,
Melbourne Hotel,	419.		515, 627.
Melrose orangery,	494.	Mount Perry Copper Mining	
Melville,		Company,	428.
- Andrew Wedderburn,	383, 433, 440.	Mount Rose goldmine,	425.
- Janet,	440.	Mount Rose P.C. goldmine,	425.
- Maria,	440.	Mount Shamrock goldfield,	421-422.
Melville and Travis (store),	605.	Muirhead, Nurse,	480-481.
Menzies,		Mundubbera,	561.
Prime Minister Robert,	595.	Mungar,	360.
Mergard, L.,	547.	Municipal wharf,	372-373, 376.
Methodist Church,	601.	Munro, H.	598.
Middle Bluff, (Woody Island),	466-467.	Murakami, Eijiro,	458-459.
Miles, Henry,	443.	Murgon,	561, 580, 586.
Miller,		<i>Muriel Bell</i> (labour vessel),	373-374.
- Coral Jean,	602.	Murphyores Incorporated	
- John,	381-383, 391.	Pty. Ltd.,	600.
- K.,	478.		
- Robert,	381-383, 391.		

Murray,	
- James, (builder),	440.
- J.T.,	582.
- John,	361.
- Nurse,	543.
Musgrave,	
- Lady,	445.
- Sir Anthony,	445.
Musket Flat,	412-415, 435.
MVQ 6 Television,	623.

## N

Nambour,	548.
Nanango,	561, 580.
Nash, James,	361, 505.
National Party,	601.
National sawmills,	361-363.
National Security Regulations,	590.
National service,	597, 599.
Native Police,	412.
Naughton, W.J.,	433.
Naughton and Brown's (store),	605.
<i>Nautilus</i> , (hopper barge),	435, 506.
Needham, Warrant Officer D.R.,	538.
Negus's fruit barn,	626.
Negus and Sons,	502.
Neilson,	
- Andy,	501-502.
- Elizabeth White,	554.
- Gilbert,	554.
Netterfield, Richard Wetheron,	437.
New Caledonia,	453.
New England Airways,	457.
New Guinea,	358, 602.
New Moonta Company,	428.
New Zealand,	418, 421, 449, 460, 503, 544, 610, 630, 639.
Newberry and Vautin, (company),	515.
Newcastle,	388-389, 410, 427, 449, 509.
Newfield colliery,	402.
Newtown,	560, 609.
- Picture Palace,	627.
- State School,	542, 609, 613.
<i>Ngulungbara</i> ,	645.
Nicholls, Jim,	501-502.
Nicholson,	
- H., (company director),	619.
- H., (dentist),	521.
Nickisson, W.,	439.
Nicklin, Premier George Francis Reuben,	409.
Nielson, C.A.F.,	619.
Night soil collection,	479.
Nikenbah,	549.

Nil Desperandum gold reef,	422.
Nissen, Samuel William,	555.
Nixon, Judy,	623.
Nolan, James,	378.
Norfolk Island,	451.
Norman,	
- Henry,	378.
- John,	410, 472, 478.
Normanby Copper Mining Company,	428.
Norrish, G.C.,	562.
North Australian Railway,	592.
North Bluff, (Woody Island),	466.
North Reef lighthouse, (Capricorn group),	507.
North White Cliffs,	367.
<i>Northern Argus</i> ,	607.
Northern,	
- Command Headquarters,	590.
- Command Training School,	524.
Northumberland Hotel, (Gympie),	582-583.
Norton,	515.
Nothling, Doctor O.E.,	447.
Nowitzke family, (oyster industry),	500.
Nudgee Industrial School,	489.
Number Three	
- Air Navigation School,	588, 590.
- Wireless Air Gunners' School,	588, 590.

## O.

O'Brien, Trooper C.,	474.
O'Connell,	
- Ellen,	481, 483, 489.
- James,	481, 483, 489.
- John,	481, 482, 488-489.
- Kate,	481-484, 489-490.
- Mary, (Johanna),	481, 483, 485, 489.
- May,	481, 483-484, 489- 490.
- Richard,	481, 488.
- Ritchie,	481, 483-484, 489.
O'Conner,	
Doctor David Watkins,	445, 490.
O'Donohue, M.J.,	610.
O'Mara, Florence,	543.
O'Regan, Maurice,	442.
Ocean Beach, (Fraser Island),	598.
Oddfellows,	440.
Ogden, Elijah,	505.
Oil Drilling and Exploration Company,	598.
Oil exploration,	597-599.
Old township,	436, 440, 581, 634, 642.

Olds,  
     - Peter, 572, 635.  
     - Robert, 635.  
 Olympic swimming pool, 499, 572.  
*Oonah*, (steamer), 456-459.  
 Osborne, Captain Abraham, 426-427.  
 Osbourne, Ernest Albert, 560-561.  
*Otter*, (vessel) 640.  
*Ottway*, (wreck of), 458.  
 Outridge, P.H., 561.  
 Owanyilla, 537, 645.  
 Oxford Hotel, (Maryborough), 491, 584.  
 Oyster industry, 500-502.  
 Ozanne, Matron A.B., 446.

**P.**

*Pacific*, (steamer), 507.  
 Pacific American Oil, 598.  
 Paffey, Joyce Irene, 646.  
 P.A.F. Society, 439.  
 Page, Wardsman, 480.  
 Pain, Major J.H., 537.  
 Palings Ltd., 613.  
 Palmer,  
     - Doctor Edward Fielding, 433-434, 436.  
     - Henry, 353, 370, 381, 433,  
       437, 440, 443, 505,  
       520, 558, 581, 605.  
*Panama*, (wrecking of), 449-451.  
 Paradise goldfield, 421-422, 518-612.  
 Parker, J., 421.  
 Parker Air Taxi Company, 556.  
 Parkes, Sir Henry, 443.  
 Parkinson, F.P., 531.  
 Parry, Stuart, 618.  
 Parsonage, (the), 434.  
 Parsonage, David, 562.  
 Pate,  
     - Christopher, 629.  
     - Michael, 629.  
 Patience, Alexander, 378.  
*Patonga*, (schooner), 358.  
*Patriot*, (publication), 612.  
 Patterson,  
     - Colonel E.E., 586.  
     - Gavin, 637.  
 Payne, John, 451.  
 Peace cake, (the), 538.  
 Peak Downs goldfield, 449.  
*Peak Downs Telegram*, 607.  
 Pearling (Hervey Bay), 417.  
 Peddie, Hugh, 617-618, 622.  
 Pederson, T., 509.  
*Pelican*, (vessel), 640.  
 Peninsular and Orient  
     Company, 494.

Penny, Doctor John Alexander  
     Cairns, 437, 445, 478-481,  
       483-484, 490, 520.  
 Perel, Irvine, 612.  
 Peters,  
     - Peter, 434.  
     - Ron, 618, 643-644.  
 Pethbridge, Captain, 373.  
 Petrie,  
     - Andrew, 440, 644, 646.  
     - Rollo, 644.  
 Pettigrew,  
     - John, 353-354.  
     - Robert, Lord of Tarshaw, 353.  
     - William, 353-356.  
 Petty Geophysical, 598.  
 Philharmonic Choir, 584.  
 Philip, Prince, 618.  
 Phillips,  
     - Ethel May, 561.  
     - Thomas, 523.  
 Philp, Premier Robert, 363.  
 Pialba, 366, 374, 378-379,  
     406, 471, 474, 489-  
     491, 507, 536, 548,  
     561, 562, 617.  
 Pickering, Corporal, 526.  
 Piggot, John, (see Yankee Jack).  
 Pine Islets, 465.  
 Plague hospital,  
     (former immigration depot). 480-481, 484, 486.  
 Plague outbreak at  
     Maryborough, 477-492.  
 Plane, Reverend A.C., 521.  
*Planter's Herald*, 612.  
 Pocket, the, 374-376.  
 Point Vernon, 356, 465, 598.  
 Polden, Eliza, 431.  
 Pollock, H.J., 628.  
*Polly*, (steamer), 500-501.  
 Poole and Steel's shipyards,  
     (Adelaide), 509.  
 Pope,  
     Lieutenant-Colonel Harold, 535.  
*Porpoise*, (steamer), 453.  
 Port Maryborough, (Urangan), 406-409, 518.  
 Porter, Private George, 535.  
 Portland cement, 406.  
 Portland Number Two colliery, 402.  
 Post office, (Maryborough), 484, 498, 508, 570.  
 Poulter,  
     - Sister, 447.  
     - William, 566.  
 Pound, C.J., 480.  
 Powel, Charles, 386.  
 Powell,  
     - Charles, 510.  
     - Matron, 447.



Power,	
- Doctor,	437, 445.
- W.,	562.
Pratten, Fred,	627.
Premier's Department,	601.
<i>Premier</i> (steamer),	507.
Press, (newspapers),	604-613.
Price, Norman,	467.
Prigley, Trooper,	471.
Primary School, (the),	444.
Prince's ferry,	564.
<i>Prince Consort</i> ,	
(immigrant vessel),	356.
Pritchard, Matron,	439.
Probyn,	
- T.,	389.
- Sir Dighton M.,	389.
Proctor,	
- Alfred,	401.
- Arthur Herbert,	401.
- Henry,	401.
- Private J.W.,	534.
Pryce and Netterfield	
(auctioneers),	518.
Public Works Department,	570.
Puller, E.,	509.
Purser, John,	433-434, 443-444,
	470, 606.
Puthoo Creek,	645.

## Q.

Qantas,	548, 553-554.
Q.C.W.A. hall, (Tinana),	634.
Q.N. Bank,	626.
QTC, Channel 9, (Brisbane),	619.
Quarantine station (Dundathu),	478, 480.
Queen's Hotel, (Maryborough),	432, 581, 643.
Queen's Park,	357, 495, 531, 537-
	538, 571-572, 590,
	642.

<i>Queen of England</i> ,	
(immigrant vessel),	353.
<i>Queen of the South</i> ,	
(immigrant vessel),	508.
<i>Queensland</i> , (steamer),	358.
<i>Queensland</i> , (paddle steamer),	370, 381, 605.

Queensland Air Navigation	
- Company,	551-553.
- Service,	554.
Queensland	
- Airlines,	553, 556.
- Battalion, (Imperial	
Expeditionary Force),	520-521.
- Board of Advice, (Aldershot	
smelting works),	514.
- Collieries Company Ltd.,	390, 393-394, 397,
	399, 402, 408.

## Queensland

- Crime Stoppers' Unit,	643.
- Defence Force,	475, 609.
- Eisteddfod Council,	614.
- government,	367, 383-386, 389-
	390, 392, 394, 406-
	407, 411, 420, 435,
	442-443, 446, 497,
	510-511, 517, 559,
	564, 566-567, 569-
	570, 613, 634, 644-
	645.
- Land and Coal Collieries	
Company Ltd.,	389-394.
- Legislative Assembly,	361, 410, 434, 440.
- Marine Board,	453.
- National Bank,	360, 536.
- National Trust,	635-636.
- Navy,	572.
- Newspapers Co.,	607.
- Premier's Department,	497.
- Quicksilver Development	
Syndicate Ltd.,	426.
- Railways,	389, 475, 510-511.
- Smelting Company,	514, 517.
- Steam Navigation Company,	382, 605.
- Titanium Mines,	600.
- Trades and Labour Council,	628.
- Treasury,	569.
- University,	615, 628.
- Volunteer Rifle Brigade,	470.
- Water Resources,	634.
<i>Queensland Government Gazette</i> ,	435-436
<i>Queenslander</i> , (vessel),	421, 449-450.
Quenton colliery,	386.
Quicksilver,	426.
Quill, Robert,	641.
Quinn, James,	412-413.
Quintex group (of companies),	623.
Quodling, Bill,	618, 622.

## R.

Rabaa, Charles,	581.
Race-course airstrip,	
(see Tinana race-course).	
Radio, (general broadcasting),	613-618.
- 4MB,	613-616, 618-619.
- 4QB,	599, 617-618.
Rail line from	
Ipswich to Toowoomba,	537.
Rail link,	
Maryborough to Gympie,	505.
Railway station, (Maryborough),	525, 528, 584, 601.
Railways ambulance service,	372.
Railways Department,	372, 400-401, 507.
Rainbow Beach,	630.

Ramcorp Ltd.,	623.	Robertson,	
Rand, W.H.,	425.	- Cecil,	467.
Rankin, Colonel Colin		- Doctor Crawford,	445, 478, 482, 486, 489-490.
Dunlop Wilson,	406, 471-472, 475, 497, 507, 521, 567, 639.	- James R.M.,	390-391, 396.
Rankin,		Robinson,	
- Jane,	400.	- Frank and Allison,	642.
- John,	355.	- George,	412, 494.
- Senator Dame Annabelle,	639.	- James Kerrin,	643.
- William,	390, 397-400, 406, 471.	- Joseph,	559, 607-609.
Rationing, (W.W.2),	592-593, 595, 597.	Robson, Molly,	645.
Raverty,		Rockhampton,	363, 374, 383, 385, 402, 412, 449, 451, 492, 500, 548, 551, 556, 562, 605, 609, 619, 623, 643.
- J.B.,	431.	<i>Rockhampton Bulletin,</i>	607.
- Rene,	549.	<i>Roderick Dhu</i> , (labour vessel),	373.
Rawson, Trooper J.,	471, 474.	Rogers, Susan,	644.
Reaney, George W.,	619, 623.	Rookery, the,	431.
Red Cross Society,	474, 499, 527, 590, 597.	Rooney,	
Redmond, J.E.,	559.	- John and Jacob,	462.
Reed, A.H.,	531.	- Shane,	640.
Reid's Creek goldfield,	421-422, 429.	- Point,	449.
<i>Relief</i> , (Queensland		Roosevelt,	
government steamer),	467.	President Franklin D.,	586.
Rendall, William (Bill),	572.	Rose,	
<i>Resolute</i> , (schooner),	462-463.	- N.G.,	415.
Retallick, Barbara Ann,	646.	- Private James,	535.
Returned Sailors' and Soldiers'		- Sergeant,	530-531.
Imperial League,	539.	- Trooper Nigel G.,	521.
Returned Services League,		Rose Gardens,	420.
(R.S.L.),	587-588.	Rossow, Stan,	643.
Rhodes, C.,	556.	Royal	
Rhythm Rascals,		- Aircraft Factory, (England),	546.
(musical group),	615.	- Australian Airforce,	555, 588, 630.
Rice industry,	410.	- Australian Navy,	407, 587, 594.
Richers Transport,	627.	- Exchange Hotel	
Ridler, C.,	581.	(Maryborough),	581, 584.
Ridley, Henry Thomas,	396.	- Geographical Society of	
Ries, William,	401.	Australia,	502.
Riley, Luke	500.	- Hotel, (Maryborough),	353, 361-362, 431, 516, 525, 547, 550, 567-568, 606, 619, 621.
Riley's Rock,	500.	- Humane Society of	
Rillie, John,	480-481.	Australasia,	443.
Riordan, W.J.,	593.	- Naval Air Service,	588.
Ripon, Amy,	447.	- Navy,	520.
Rising Sun Hotel,	415.	<i>Royal Duke</i> , (schooner),	358.
Ritchie, Daniel,	401.	Royle, Mervyn,	636.
Ritson and Co.,	462.	Ruhle, John David,	485, 491-492.
River Heads,	500.	Russell,	
River View Hotel,	419.	- Peter,	623.
Riverbank colliery,	396, 402.	- William,	436.
Riversleigh, (residence),	581.	Ryan,	
Riverview,	615.	- T.J.,	612.
Roads Department,	568.	- Tom,	638.
Roberts,			
- G.I.,	609-610.		
- Lieutenant Frank, (aviation),	548.		
- William Swain,	607-609.		

## S.

- Sacre, Ted, 627.  
 Saltwater Creek, 374, 379, 385, 514, 615.  
 Sand mining, (Fraser Island), 599-600, 603.  
 Sandry, William Thomas, 503.  
 Sandy Cape, 451.  
     - lighthouse, 451, 462-465, 467.  
 Sandy Straits, 417.  
*Sarah Pile* (brigantine), 451.  
*Saurian* (dredge), 506.  
 Scarness, 465.  
*Schnapper*, (hopper barge), 506.  
 Scholes, Doctor, 447.  
 School of Arts, 376, 400, 443, 562, 585, 587, 594, 602, 617-618.  
 Schwarzrock family  
     (oyster industry), 500.  
 Scott, Captain, (aviation), 552.  
*Scottish Admiral* (vessel), 389.  
 Scottish Gympie Gold Mines, 399.  
 Scougall, J., 599.  
 Sea Tanker Shipping Company, 630.  
 Seaview Range, 364.  
 Second Queensland Regiment, 471.  
 Second World War,  
     (see World War Two).  
 Separation, (from N.S.W.), 383-384, 443, 462.  
 SEQ 8 Television,  
     (see Sunshine Television).  
 Sewerage system,  
     (Maryborough), 586, 602, 612.  
 S.G.I.O., 599, 618.  
 Shafer, (Miss S.), 482-483, 489.  
 Sharon plantation, 507.  
 Sharp, John, 395.  
 Shean, Michael, 381.  
 Shearers' Union, 612.  
 Sheldon, (solicitor), 575.  
 Shell Oil Company, 598.  
 Sheppard, George, 577.  
 Sheridan, Richard Bingham, 371, 432, 434, 436, 470, 505, 558, 581, 618.  
 Sherrin, June, 618.  
 Shipwreck Relief Society of  
     New South Wales, 464.  
 Short,  
     - Bruce, 622.  
     - Captain George Henry, 451.  
     - Thelma Jean, 646.  
 Sick and Wounded Returned  
     Soldiers' Fund, 527.  
*Silver Eagle*,  
     (immigrant vessel), 612.  
 Sim,  
     - James, (Tertius), 354-356, 478.  
     - William (junior), 354, 356, 440, 491, 498.  
     - William (senior), 353-355.  
 Simpson,  
     - Doctor Stephen, 353.  
     - Edith Maude, 464.  
     - John, 464, 466.  
     - Mel, 418.  
 Sinclair,  
     - A., 525.  
     - John, 601.  
 Singhalese immigration, 415.  
*Sir John Young*, (steamer), 366.  
 Sir Leslie Wilson Bush  
     Children's Home, 447.  
 Skase, Christopher, 582, 623.  
 Skerman, Matron Mabel, 446.  
 Sleepy Lagoon Hotel,  
     (Tin Can Bay), 630.  
 Small, R.M., 367.  
 Smit Lloyd,  
     (shipping company), 511.  
 Smith,  
     - Alfred, 541.  
     - Captain, (aviation), 545.  
     - E.E., 627.  
     - Elijah, 419.  
     - Fay, 601.  
     - Henry, 387.  
     - Premier William Forgan, 567.  
     - 'Shorty', 500.  
     - Ted, 601.  
 Smith and Company, 425.  
 Smout, J.N., 620.  
 Snedden, William, 392.  
 Snell, Captain Percy, (aviation), 546-548.  
 Snewin, Captain W., 457.  
 Solomon, Captain, 630.  
 Southerden, William, 381, 388, 433-434, 437, 605.  
*Southern Belle*,  
     (immigrant ship), 437.  
 Southern cross gold reef, 422.  
 Southern Cross Hotel, 471.  
 Southern Electricity Authority, 562.  
 South Sea Islanders, 420.  
 Spanish influenza outbreak, 541-543.  
 Special Operations Australia, 591.  
 Spence, Joseph, 386.  
 Spencer, Corporal L.H., 590.  
 Sprague, Nurse, 488.  
 Sprenger, A.F., 419.

St Helen's State School, 374.  
 St Helens, 627.  
 St Margaret's hospital, 447.  
 St Mary's Catholic Church, 376, 601, 606.  
 St Mary's Convent School, 584.  
 St Mary's hospital, 443, 446, 491, 592.  
 St Paul's Church of England, 474, 508, 581, 590, 639.  
 St Paul's memorial hall, 601, 639.  
 St Quentin Hill, R.A., 609.  
 St Stephen's hospital, 446-447, 602, 610.  
 St Stephen's Medical Centre, 447.  
 St Stephen's Presbyterian Church, 376, 440, 446-447, 508.  
 St Stephen's Uniting Church Guild, 632.  
 Stafford,  
   - Doctor Greg, 447.  
   - Edward James, 400-401.  
 Stand,  
   - Bob, 591.  
   - Frederick, 387.  
 Stanley, Doctor Peter, 530.  
 Stanthorpe, 607.  
 Stanton Harcourt goldfield, 421-424, 515.  
*Star of Cairns* (aircraft), 551-553.  
*Star of Townsville* (aircraft), 552-553.  
 Starline drive-in, 627-628.  
 State Electricity Commission, 561-562.  
 State Recruitment Committee, 532.  
 Steadman, Granville D., 376.  
 Steadman's mill, 360.  
 Steam Packet Hotel, (Maryborough), 415.  
 Steindl, Louis Emmanuel, 582-583.  
 Steinhardt family, (oyster industry), 500.  
 Steley,  
   - Abel, 384-388.  
   - Leah, 385.  
 Steley's hall, 391.  
 Stellmach, Bert, 538, 539.  
 Stevenson,  
   - Lieutenant F.W., 535.  
   - Walter, 396, 535.  
 Stewart Island, 417.  
 Stirling (residence), 536.  
 Stockman's Junction goldmine, 425.  
 Stone, Wizard, 544.  
 Stopford, James, 613.  
 Stoward, Henry, 496.  
*Stracathro*, (steamer), 390.  
 Stripp, Private Frank, 522.  
 Strong and Matthews, (public accountants), 602.  
 Stumm, Jacob, 534.

Stupart and Young's, (business), 432.  
 Stupart's, (business), 532, 560.  
 Stupart,  
   - Ernest, 536.  
   - George, (senior), 472, 524, 528, 536.  
   - George, (junior), 521, 523-524, 536.  
 Stutchbury,  
   government geologist, 381.  
 Sugar Coast  
   - Regional Tourism Board, 637.  
   - Television Ltd., 623.  
 Sugden, Doctor D'Arcy, 437-438.  
 Sullivan, Jack, 597.  
 Sullivan and Nicolaides (pathologists), 447.  
 Summer Garden theatre, 626.  
 Sun Picture Company, 627.  
 Sunshine Television, 582, 619-624, 628, 642.  
 Supreme Court, 396-397.  
 Susan River, 378, 381, 598, 634.  
 Sutherland, John, 453.  
 Swanbank, 562.  
 Swimming pool (original), 494, 496.  
*Sybil*, (vessel), 609.  
*Sydney Daily Telegraph*, 490.  
 Sydney Hotel, 431.  
 Sykes, E., 437.  
*Sylvan*, (steamer), 358.  
 Synchronome Clock Company, 498.

## T.

T.A.F.E. College, 643.  
 Tagg, W., 549-550.  
 Takura, 367, 407, 529.  
 Tamco, 599.  
 Tanaka, Captain Yutaka, 457-459.  
 Tangney, Senator Dorothy, 590.  
 Tansey, 580.  
 Tardent, Jules, 502.  
 Target Petroleum, 599.  
 Tarrant, W.J., 546-547, 579.  
 Tassel, Van, 544.  
 Tate,  
   - D.L., 610.  
   - David, 636.  
 Tattley, William, 391.  
 Taylor, Sergeant Dinny, 523.  
 Taylor brothers, (builders), 406.  
 Taylor brothers' mill, 360.  
 Teasdale, Ivy, 550.  
 Teebar, 386.  
*Teebar*, (oyster boat), 502.  
 Teewah Beach, 630.  
 Tegeg plantation, 507.  
*Teleclub*,  
   (children's television show), 622.



- Television, (industry), 618-624.  
 Telford, Sergeant Thomas, 528.  
 Templeton, Ian, 591.  
 Tennyson power station, 562.  
 Teresa Vale, 358.  
 Tewantin, 551.  
 Thacker, A., 433.  
 Theodore,  
     Premier Edward Granville, 567.  
 Thiess Brothers, (builders), 634.  
*This Week*,  
     (television program), 622.  
 Thomas,  
     - Captain Alfred, 500-502.  
     - Doctor F.S. Taylor, 445, 542.  
 Thompson,  
     - Andrew, 410.  
     - Sir Thomas, 389.  
 Thomsen, Harold, 467.  
 Thorburn,  
     - H.C., 393.  
     - Leslie, 577.  
 Thorne, Ebenezer, 417, 612.  
 Thorpe, A. 367.  
 Thwaites,  
     (photo-graphic gallery), 432.  
 Tiaro, 536, 546, 579-580,  
     586, 601, 603, 618.  
 Tierney, Jack Mandell, 555.  
 Tilt trains, (manufacture of), 511.  
*Timaru*, (vessel), 454.  
 Timber industry, 353-368.  
 Time Cannon, 570-572, 643.  
 Tinana, 375, 419, 425, 473,  
     483, 494, 564, 567,  
     601, 634.  
     - Creek, 425, 495, 577, 590,  
         634.  
     - Divisional Board, 566.  
     - race-course, 547, 551-553.  
 Tin Can Bay, 354, 366, 417, 500,  
     630.  
 Toc H., 445.  
 Toll Bar Hotel, 415.  
 Tolmie, Matron, 490.  
 Tomlinson, Reverend T., 459.  
 Toogoom, 418.  
 Toohey, Inspector, 492, 534.  
 Toomey, James, 621.  
 Tooth, N.E.N., 566.  
 Toowoomba, 491, 524, 618-619.  
 Torbanlea, 390, 393, 395-396,  
     407, 498, 534, 612.  
     - colliery, 391, 393, 396, 402.  
 Tornaros, Captain A., 609.  
 Torquay, 446.  
 Tottenham,  
     - Charles, 467.  
     - Jack, Gertie and Arthur, 467.  
     - William, 467.  
 Towah Creek, 423.  
 Town Hall, (original), 496, 498, 626.  
 Townsville, 361, 459, 552, 554,  
     562, 609, 617, 619,  
     643.  
 Trans-Australia Airlines,  
     (T.A.A.), 556.  
 Trapp, Colin, 620.  
 Travellers' Rest Hotel, 415.  
 Travis, Robert, 386, 605.  
 Treacy, Captain J., (aviation), 551.  
*Tribune*, (newspaper), 612.  
 T. Robinson and Co., 361.  
 Tuana, (South Sea Islander  
     seaman of the Sarah Pile), 451.  
 Tuan forest, 645.  
 Tuan-Toolara Forest Plantation, 363.  
 TVO Television, 623.  
 Two Mile Syndicate, 402.  
 Tyrie, Doctor Baxter, 484, 487.
- U.**  
 Uhr,  
     - Amy, 419, 566.  
     - E.B., 419, 433.  
     - Fanny Augusta, 419.  
     - Mary Percy  
         (Percey) Stanley, 419.  
 Ululah, 374, 419, 537, 545-  
     547, 586.  
 Union  
     - foundry, (Ballarat), 503, 505.  
     - Hotel, 431.  
     - sawmill, 355, 357, 361, 370-  
         371, 373.  
     - Steamship Company, 460.  
 United Australia Party, 586.  
 Uniting Church of Australia  
     Synod Property Board, 636.  
 Universal Telecasters Ltd., 623.  
 Upton Bank, (Tiaro), 536.  
 Urangan, 406-407, 459, 467,  
     529, 591.  
 Urara sawmills, 355.  
 Ussher, Jim, 624.  
 Ussher, Lynn, 532.

## V.

Vaggelas, Peter,	630-631.
Vaughan,	
- F.,	360.
- Police Magistrate,	480.
Vautin, M.F.,	515.
Verto,	
(pioneer picture showman),	626.
Vickery (Vickerey), Ebenezer,	426-427, 429.
Victoria, Queen of England,	475, 478, 491.
Victoria	
- Farm, (Tinana),	494-495, 498.
- ferry,	566.
Viola,	
- Essie,	544.
- Millie,	544.
Virtue, Keith,	457.
Vogel, Xavier,	431-432.
Volunteer Aid Detachments,	
(V.A.D.),	592, 597.
Volunteer Defence Force,	474.
Vulcan foundry,	566.

## W.

W. Adams and Sons,	520.
Waddy Point,	449.
Wahroonga aged persons' home,	601.
Walcha,	426.
Walker,	
- A.H.,	367.
- Alexander,	426.
- Captain Matthew,	384.
- Francis Edward,	510.
- Henry,	437, 440.
- James,	426-427.
- John,	437, 503-504, 507,
	510, 558.
- John George,	449.
- Marie,	419, 471.
- William,	355.
Walker's Pocket,	598.
Walker and Walker,	
(ironmongery),	510.
Walkers Engineering,	354, 361, 372, 377,
	406, 431, 440, 472,
	498, 503-512, 516,
	525, 532, 558, 560,
	574, 587-588, 590-
	591, 593-594, 597,
	602, 619, 628.
Walla Braham Stud,	629.
Wallace, (chief officer of	
steamer <i>Williams</i> ),	370.
Walsh, William Henry,	382-385, 391.
Walter, Eileen,	646.
<i>Wanganni</i> (wreck of),	458.

## War

- Loan Committee,	590.
- Organization of Industry,	593.
Waraker, Norman E.,	534.
<i>Waratah</i> , (steamer),	443, 605.
Ward,	
- Doctor Joseph H.,	381, 434, 436-437.
- Frank,	544.
- Jan and Terry,	639.
Warne,	
- Private Richard,	537.
- Richard, (senior),	537.
Warner, Trooper T.,	471, 473-474.
Warrell,	
- Eric,	554.
- Sydney,	372.
Warry, E.H.,	538, 542, 560.
Warwick,	607, 619, 628.
Waterside Workers' Union,	368.
Watson,	
- Eric,	516.
- H.G.,	598.
- Henry Yeatman,	441.
- L.,	547.
- Robert,	554.
- Thomas,	386.
Watson and Haupt's mill,	
Pialba),	507.
<i>Wave</i> , (ketch),	452.
Way, Luke,	646.
W. Boys and Sons,	531.
WBQ 8 Television,	
(see Sunshine Television).	
Weatherley, Dudley,	459.
Weavers, George,	449-450.
Webb, M.,	597.
Webber, Frank, (Bendy),	551.
Weber, Matron,	543.
Wedlock, Private Harry,	528.
Weedon, Doctor,	526.
Wegener, Emil, (not of	
Foster's Camp, [suicide of]),	577.
Wegener, Emil,	
(of Foster's Camp),	573-577.
Weinberg, E.A.,	515-516.
Weir,	
- D.,	568.
- Ronald Lindsay,	554.
Wesleyan Church,	374, 492, 521, 636.
Western Railways Association,	410.
Wharf Street precinct	
development,	489, 637, 640, 644.
Wheeler, Percy,	418.
<i>Where the Wuccas Roamed</i> ,	412.
White Cliffs,	371, 407-408, 452,
	609.
White feathers,	
(use of during war),	527, 587.

- White,  
 - Fenwick, 528.  
 - George Ambrose, 412, 415, 417, 450, 491, 494-499.  
 - P.M., 381.  
 - Thomas, 605-606, 612.
- Whitlam,  
 Prime Minister Gough, 511.
- Whitley, William, 387, 389.
- Whittle, Doctor, 447.
- Wide Bay and  
 Burnett Aero Club, 554.
- Wide Bay and Burnett Times*, 434, 604-605, 612.
- Wide Bay  
 - Bar, 378, 605.  
 - Burnett Electricity Board, 562, 636.  
 - Burnett Television Pty. Ltd., (see Sunshine Television).  
 - Club, 603.  
 - Company of the Queensland Voluntary Brigade, 470-471.  
 - Regiment, 470.  
 - Regional Electricity Board, 562.  
 - Rifle Rangers, 470.  
 - Volunteer Regiment, 512.
- Wide Bay News*, 532, 612.
- Wight,  
 - A.J.H., 599.  
 - H.A., 599-600.  
 - W.A., 600.
- Wilco, 582.
- Wild, R.W., 560.
- Wildlife Preservation Society of Queensland, 601, 645.
- Wiles,  
 - Charles, 490, 492.  
 - Nurse Rose Adelaide, 486-488, 490, 492.
- Willey, George, 420.
- William S. Golding*, (tug), 630.
- Williams*, (steamer), 370.
- Williams,  
 - E., 569.  
 - W., 386.  
 - W.H., 432.  
 - William H., 508.
- Wilmshurst, William, 420.
- Wilson,  
 - A.H., 566.  
 - Alice, 465.  
 - Andrew and Jean, 356.  
 - Andrew Heron, 356-357, 359.  
 - Bill, 505.  
 - Captain David, 641.  
 - G.L., 610.  
 - Herbert, 527.  
 - Private Arthur, 535.  
 - Private Thomas, 535.
- Wilson,  
 - R.J., 600.  
 - Sir Leslie, 360.  
 - Thomas, 614.  
 - Thomas William, 567-568.
- Wilson and Hart's sawmill, 356-359, 363, 373, 378, 509, 541, 566, 582, 641.
- Wilston colliery, 402.
- Windsor House, 419.
- Wintergarden theatre, 626, 628-629.
- Wockner, G., 466.
- Wolfe, Thomas Theodore, 599.
- Wolfe Rock, 465.
- Wollongong Colonial Forts Society, 572.
- Women's Auxiliary Australian Airforce, 588.
- Wondai, 524, 542, 561, 580, 586.
- Wondai Shire Council, 561.
- Wondana*, (troop-ship), 591.
- Woocoo, 603, 645.
- Wood,  
 - Elizabeth Ann, 356.  
 - James F., 503-504, 506, 508, 510, 566.  
 - James Henry, 402.  
 - William Charles, 402.
- Woodhead, Doctor George  
 Roebuck, 447, 588.
- Woodman, Catherine, 381.
- Woodrow,  
 - David McRae, 560.  
 - T.T., 387.
- Woody Island, 371, 417, 449, 463-464, 466-469, 640.  
 - lighthouses, 466-469.
- Woodyatt, John, 408-409.
- Woolf, Doctor, 426.
- Woongarra, 507.
- Worker, Matron, 436.
- World Heritage  
 - Committee, 645.  
 - Listing, (Fraser Island), 645.
- World War  
 - One, 363, 371, 407, 418-419, 443, 445, 456, 475, 509, 520-538, 541, 544, 546, 549, 551, 559, 567, 572, 585-587, 590, 602, 626.  
 - Two, 447, 460, 510, 555, 561-562, 569, 571, 580, 585-594, 597, 599, 602, 617-618.

Wragge, Clement L.,	372.
Wren, Dockeyman,	
(of S.S. <i>Dorrigo</i> ),	454.
Wynne,	
- Alfred Percy,	590. 613-615, 619.
- Olivea,	615.

## Y.

Yankee Jack, (John Piggot),	449-451.
Yankee Jack Creek,	450.
Yarraman,	561.
Yates, Frederick T.,	619-622.
Yenda,	421, 490.
Yengarie,	393, 410, 425, 583,
	609, 634.
Yershin's serum,	477, 486, 488.
Yidney Creek, (Fraser Island),	598.
Yock, Daniel,	640.
Youden, Lieutenant	
Frederick Charles,	529, 531.
Youden, Richard,	530.
Young,	
- John,	537.
- Lieutenant W.,	521.
- William,	558.

## Z.

Z Special Unit,	591.
-----------------	------





*Fraser Coast*  
REGIONAL COUNCIL

Fraser Coast Libraries



60122456

