

2ND. ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT



Mountain Ramparts

• CAPT. R. BURLA •

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PALUMA

A topographical and historical account
of the Paluma Range Area, providing a
background for:

1964 ANNUAL CAMP

MOUNTAIN RAMPARTS

Encircling the Herbert River District there is a chain of mountain ranges whose jungle clad slopes, precipitous escarpments and jagged crags form a mountain rampart. These ramparts, ranging in height from 2,500 to 3,000 feet, stand out like the walls of medieval times, encircling this fair valley of ours. Now and then, from these battlements, a rugged peak protrudes like a silent sentinel, eternally watching, forever guarding.

Piercing these mountain ramparts, a number of mountain roads have been carved, providing access to the hinterland while, in the forests and scrubs, they silently wind their way over these mountain walls. It was these mountain paths that provided members of the Ingham Detachment, 2nd Royal Queensland Regiment with the basis of path-finding exercises. Over the years, many of these tracks were re-opened and, in "Following the Blazed Paths" we were able to provide much of the historical background vitalising these paths. Now, in offering "Mountain Ramparts" we hope to add a little more to the wealth of knowledge of the district.

This year is Centenary Year, and, of the descriptions of the Herbert River Valley that have been recorded over the past 100 years, the first - written in 1864 - remains as apt today as it was then.

In a report then to the Governor of Queensland, Sir George Bowen, first description was written by the Land Commissioner of the day, George Elphinstone Dalrymple, who led the first party across these mountain ramparts into the Herbert River Valley. This is Dalrymple's own description of what he saw when looking back into the Valley from the main Coast Range beyond Abergowrie:

"That portion of the Main Coast Range which we ascended has a line of perfectly open, bald grassy summits for about two miles, descending steep, scrubby and broken into the Vale of Herbert - that river winding far below, like a silver snake, out of the gorges of its upland birthplace, through mountain-flanked rich woodlands and plains. Further to the eastward, it spreads out into the distant level seaboard of Halifax Bay with its faint blue lines of ocean dotted with the hilly outlines of the Palm Islands far to the seaward, all softened and mellowed by the gauze-like summer heat haze of the declining day, the setting sunbeams shining deep purple on the distant crenelated peaks of Hinchinbrook, and the chain of mountains to the North and South.

Most grand and lovely in its scenery is this Vale of Herbert. Mountains,

"peaks, cliffs, waterfalls, forests and what is seldom met with in Australian scenery, the clear waters of a broad running river adding life, light and beauty to the whole."

Cloud-misted mountain peaks, clothed in virgin, tropical jungle almost like that of Malaya or New Guinea, tangled spurs rising from coastal plains to fleecy cloud-capped plateaux, razor-backed ridges, undulating forests, orchid-decked and lined with fern, open savannah and grasslands; cascading creeks rushing over boulders in a mad rush to rendezvous with the sea - this area is the PALUMA RANGE. This is the exercise area of the 1964 2nd Royal Queensland Regiment Battle Group Camp.

General - Topographical Description

MOUNTAINS. The Paluma Range is located to the South of Ingham. The more prominent mountain features along this divide are Mount Spec (3200'), Mt. Halifax (3486'), Mt. Leach (3150') and Mt. Houston (2206'). To the north, Mt. Jacobsen and Mount Macks and, in the west Mt. Bosworth are the more noted ones. The eastern escarpment is generally very steep and contains numerous deep gullies and gorges. On the western side however, the slopes are not so pronounced.

VEGETATION. The vegetation ranges from open savannah to dense jungle. A considerable portion of the coastal plain, particularly in the North, has been cleared for cultivation. Sugar Cane is the principal crop. Tobacco, pineapples and other small crops are also cultivated but to a lesser extent. The mountains, being located in a wet, tropical area, are covered with dense rain forests. The scrubs have been worked extensively for timbers and in certain areas there is a considerable amount of secondary growth, particularly along forest roads. On the Eastern slopes, due to recent cyclonic influence, there are numerous tree-falls and infestations of lawyer "wait-a-while." Between Mount Spec and Mount Leach, the area forms a miniature plateau. This section has the highest rainfall and contains the headwaters of many lovely, fast flowing streams.

To the west, there is a belt of forest country ranging in width from two to five miles, which forms a buffer between the jungle and the savannah country.

Around Mt. Bosworth, the country becomes drier. Rocky outcrops and broken gullies are interspersed with savannah bush vegetation.

RIVERS AND STREAMS. The Paluma region being a wet mountainous area, there are numerous rivers and streams scattered throughout. Stone River in the North, Running River to the West and Star River in the South are the principal rivers. The streams are more numerous on the Eastern slopes. Waterfall, Ollera, Crystal, Station, Flagstone, Spring, Bullocky Tom's and Black Gin Creeks are the main ones.

Having only a short distance to run from the mountain to the sea, in the monsoon season these streams are swift-flowing and rise and fall rapidly. These streams rarely fail and hold water throughout most years.

On the top of the Range, Swamp Creek has been dammed to form Lake Paluma. This dam is a source of water supply for Townsville. A pipe line connects Lake Paluma to Crystal Creek where the water is gravitated through another pipeline to Townsville.

TOWNS AND VILLAGES. While there are a number of communities around the cultivated areas of the coastal plains, the country west of the Divide is only sparsely populated. Rollingsstone and Bambaroo are the more important rail and community centres on the coast. Moongoobulla is a siding where timber from the Paluma Range area is railed South. Mutarnee, Coolbie and Abzwold are railway sidings and agricultural centres. Paluma is a thriving holiday resort at the top of the Range. There is also a small community centre at Running River. Shay's House, near Mt. Spec was a rest centre, but is now deserted and inhabited only by an occasional timber cutter.

COMMUNICATIONS. The Gregory Highway, a sealed road, provides access from the coast to the hinterland. It passes through Paluma and Running River to Ewan. An alternate road into the area from the coast is through Jacobsen's to Hidden Valley. A formed road connecting the Gregory Highway and Hidden Valley passes near Lake Paluma and rejoins the Gregory Highway at Running River. Throughout the area there is a network of forestry roads. These provide access only to the timber areas and once the timber has been removed the roads are no longer maintained.

In addition to the roads, there are several foot tracks providing access to the coast, the principal ones being the Bambaroo, Foxlee's, Bullocky Tom's and Paluma.

THE MOUNTAIN ROAD

The Gregory Highway leaves the Bruce Highway just south of Mutarnee. In its ascent of the Range, it provides a never-ending panorama of range, coastal flats and island-dotted sea. It was built in 1934 as a project to relieve the greivous unemployment of that time, and in places, was literally hewed out of the steep sides and rocky spurs. The road has since been bitumen-surfaced into an all-weather road.

Leaving the coastal plain it quickly rises, winding its way through open forest country and around rugged spurs. Little Crystal Creek is crossed about seven

miles from the start, and here a masonry arch bridge, one of the finest built by the Main Roads Commission, has been thrown across the creek. This area is a favourite picnic spot. Here the creek cascades down the steep jungle-clad mountain sides, forming a succession of waterfalls. Beneath each fall is a deep pool of icy cold water offering welcome relief from the tropical sun. Palms and a wealth of tropical foliage and ferns provide a cool retreat. Access to the creek has been made easy by means of stone steps leading from the bridge to the creek below.

About a mile beyond Crystal Creek Bridge, the road takes a hairpin curve around a steep bluff in the mountain side and the first of a wonderful series of ocean panoramas is unfurled. The whole of the coast lands lie below with the North coast railway threading its way between the beaches and the mountains. Away to the North, Lucinda Point with its Sugar Terminal, and Hinchinbrook Channel are fringed by the Cardwell Ranges. In the near distance on the flat country below the mountain look-outs, the cane farms of Bambaroo are revealed as a draughtsboard of green squares of cane and brown fallow lands.

Beyond these, the beaches are lined with a long stretch of creaming surf, which at times gleams like gold in the bright sunlight. Away at sea, the Palm Islands dot the ocean, and the deep waters and shallows can be distinguished by the green and blue tinges of the sea respectively. In the South, Halifax Bay merges into Cleveland waters with Cape Cleveland accentuating the high ridges of Magnetic Island and completing one of the finest seascapes to be found on the Australian Coast.

As the road climbs to the summit the forest country gives way to jungle country with treeferns, palms and tall scrubs. Cascading creeks along the side of the road provide added charm.

After passing McClelland's Lookout, the road enters Paluma, in all providing a truly wonderful scenic drive.

PALUMA TOWNSHIP.

Nestling in this area of lush, tropical vegetation is the township of Paluma, a happy little settlement of timber workers' homes and week-end cottages. It is situated on the Gregory Highway, just at the top of the Range, at an altitude of 2950 feet. There is a Post Office, a Store, a Guest House and a Roman Catholic Church. With the decline of activities at Ewan, the Police Station previously located at Ewan, has been transferred to Paluma. Several side tracks lead off to pretty little cottages tucked amongst the trees. The town

boasts of what was practically the first Motel built in North Queensland. Built and still operated by the Main Roads Commission, these log cabins with drive-in car ports provide a welcome haven to the motorist who desires to stay. PALUMA is the mountain resort for TOWNSVILLE and INGHAM, and its popularity is sure to increase.

WAR TIME TRAINING

Throughout the area, evidence of wartime activities are still discernible. At Paluma, where the Americans were camped during World War II there is still a number of concrete igloos hidden amongst the tall timbers - forlorn looking buildings which were used for stores and ammunition dumps. It was here that the first American Radar Station in Australia was built. This station picked up and plotted the course of the Japanese planes that bombed Townsville.

The Paluma Range area was used extensively during the War for jungle training exercises. A member of the Ingham Detachment who served with the 11th Infantry Brigade recalls the time when 25 pounder guns were manhandled along the Paluma Track. Cuttings in the ridges along the Paluma Track still bear scars where the guns were hauled. The area where the Brigade Headquarters was situated is still colloquially known as the Bull Ring.

Carved on a tree trunk on the top of Mount Spec, still clearly discernible are the names of a section of men who trod the jungle paths.

MOENCLATURE OF PALUMA.

The origin of the Place Name of Paluma is traced to one of the earliest ships of the Queensland Navy, the gunboat H.M.Q.S. "Paluma."

Records disclose that she was built by W.G. Armstrong Mitchell and Co., Newcastle-on-Tyne in 1884. She was built expressly for service on the Queensland Coast, for the sum of £35,000 then regarded as a princely one. The Paluma was commissioned in 1884 when the ship set out from Chatham dockyards. She reached Queensland after a rather protracted passage on 3rd January, 1885.

The Paluma, it might be added, was a sister ship to the Gayundah. The vessels were turned out at the same yard and, in build and equipment were fascimiles of each other. They belonged to a most useful class of gunboat, and although of limited dimensions, were designed to prove destructive in an engagement. The Paluma was built of steel throughout and measured 115 ft. in length between perpendiculars and 25 ft. in breadth. This gave her a displacement of 400 tons. Her armament consisted of two guns of heavy calibre besides the usual complement of machine guns etc. She mounted a 12 ton, 8 inch B.L. Gun forward,

and a 4½ ton 6 inch B.L. gun aft. The forward gun had a good range, the hull being cut down to facilitate the working. The big guns however, were subsequently taken out of the ship and landed at Brisbane to make more room on board for the surveying equipment. The Paluma was propelled by compound engines from Messrs Hawthorne and Company's works, capable of driving the vessel at the rate of ten knots per hour.

The cutting down of the hull however, proved of considerable disadvantage, particularly during a seaway. "Headseas broke over the bridge and came down the funnel, causing stokers great trouble in keeping the boiler fires going." The Paluma was lent by the Queensland Government to the Admiralty in 1885 for survey work and, for the next decade, was employed within the Great Barrier Reef, until she was finally paid off in 1895. Many of her charts are still in use.

It is in her role as a survey ship that she is best remembered. That she was not idle may be inferred from the fact that 992 miles of coastline or 7861 square miles by water were surveyed. This area embraced the coast line from Cape Conway to Dunk Island, and then out to the Barrier Reef and included plans of Bowen, Townsville, Port Newry, Cleveland Bay and the entrance to Hinchinbrook Channel. The Paluma also carried out survey work in the Cape York Area, following the wreck of the S.S. Quetta in February 1890. The S.S. Quetta struck a submerged rock in the Adolphus Channel and sank within a few minutes, with a great loss of life. The chart was blamed, and following a public outcry, the Paluma was despatched to carry out an immediate examination of the area.

The Paluma was fully equipped with the latest equipment and she was kept in excellent order, the motto "A place for everything, and everything in its place" being strictly observed. The ship had a complement of fifty all told, the officers' names being Lieutenant G. Richards, Commander - Lieutenants Wheeler, Combe and Bosden Smith, Dr. Thorpe, Surgeon and Mr. Hudson, Engineer. H.J. Feakes, in his book "White Ensign-Southern Cross" says that the name of the sisterships Paluma and Gayundah are the aboriginal words for Thunder and Lightning. He also tells the following story of the Paluma:

"She further distinguished herself, when in a flood period of the Brisbane River (in 1893) she broke from her moorings and was left high and dry in the Botanic Gardens when the water receded. There was considerable haggling over the price to refloat her. The Premier, Sir Thomas Griffith, counselled patience and delayed in giving his

decision. Before preparations could be made for digging a canal a second flood refloated the ship and she was towed back to her buoy."

The Paluma Range, Paluma Shoals (a favorite fishing spot off Rollingsstone) and Paluma Rock off Palm Island, commemorate the name of this gallant ship. The crew of the PALUMA have also not been forgotten. Just north of HINCHINBROOK Island, lie the FAMILY ISLANDS, comprising RICHARDS Island, THORPE Island, WHEELER Island, COMBE Island, BOWDEN Island, SMITH Island, and HUDSON Island.

It is also appropriate that the name of this famous Queensland gunboat of colonial Navy days has been perpetuated in the newest survey vessel of the R.A.N. Surveying Service. The new "Paluma" a modern motor vessel of 180 tons is continuing the charting of the Great Barrier Reef waters, as her namesake did seventy years ago.

TANKS - New experience for troops here soon. Hundreds of northern C.M.F. soldiers will have a new experience at their Annual Camp in May - they will exercise with tanks for the first time.

It will be the first time that tanks have taken part in manoeuvres in North Queensland. Three 50-ton Centurion tanks will form the armoured force to participate in the annual camp of the Second Royal Queensland Regiment, Battle Group. The Commander of the 2 RQR BG and Area Commander in North Queensland, Colonel E.G. McNamara, O.B.E., E.D., said in a Press Release that approximately 1,500 troops should take part in the camp, to be held from 2nd May to 17th.

The Camp would take in the whole of the 2 RQR Battle Group, embracing units in an area from Cairns to Gladstone. Thus, there should be about 1,200 to 1,300 C.M.F. troops participating. In addition, some Regular Army Infantry would come from Brisbane.

"For the first time ever" said Colonel McNamara "We will have, in support, a troop of three Centurion tanks."

LANDING SHIP

He said the tanks would come north on an Army landing ship and go ashore at Forrest Beach, near Ingham. From the beach they would be taken on a tank transporter by road to Ingham, then placed on flat rail waggons for the journey to Helen's Hill Siding, about ten miles south of Ingham. From Helen's Hill, the tanks would travel under their own power up to the Paluma Range. Colonel McNamara said the Centurions would be used in Infantry-tank exercises. Each of the battle group's five rifle company groups would exercise in turn with the tanks. This would give all the troops an opportunity for a familiarisation period with the tanks. They would be able to go inside the tanks, observe how they were operated and see the guns firing. This would be followed up with actual tactical exercises under simulated battle conditions.

VERY EFFICIENT

Colonel McNamara said that the Centurion, a 50 ton vehicle, was a very efficient battle tank. "The Centurion is well capable of dealing with any known enemy tank in South-east Asia today" he continued "from my experience in World War II, in New Guinea and on Bougainville, the tank - where you can get it in - becomes a battle winner. When used in support of infantry it saves hundreds of lives. The tank can go in close, impervious to enemy fire, and blast them out."

He said the Centurion carried a 20-pounder gun, supported by machine guns. The tank had a crew of four. The Centurions coming to North Queensland are a troop of B. Squadron, First Armoured Regiment, originally based at Puckapunyal, Victoria. At present they are exercising in the Tin Can Bay area in the Gympie district. Colonel McNamara said the tanks would arrive in the North by sea about the middle of April, and they would be taken up to camp area in the Paluma Range. The Commander pointed out that the country in which the May camp is to be held is very similar to what might be experienced in South East Asia.

REALISTIC.

"Because of this and the presence of the tanks, we hope to provide extremely realistic training during this camp", said the Colonel. "The terrain is an admirable mixture - open savannah and grassland on one side, and adjacent to that, quite thick rain forests. This is very typical of the country in Malaya and Vietnam." Colonel McNamara said it would be an ideal area for training with tanks. The country was well drained and there should be no problems of bogging. In addition to the C.M.F. troops said Colonel McNamara, the camp would be attended by some Regular Army Infantry from Brisbane. These soldiers would act as enemy during the exercise, operating as would a likely South-east Asian enemy. He said that, after each C.M.F. company carried out certain exercises with the tanks, it would move on to other phases of training. Colonel McNamara, who will control the exercise said a reconnaissance of the routes in from the beach and of the exercise area had been completed, and his staff was now preparing in detail all the exercises that would be undertaken with the tanks.

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THE GOLDEN STAR

North Queensland's First Goldfield

"GOLD - GOLD IN THE NORTH."

It is almost one hundred years since that magic cry was heard in the North. It was first given by William Gibson in November, 1865. Gibson was an Overseer working on Dotswood Station. He found a nugget on the Star River while mustering cattle. He reported the find to the Lands Commissioner of North Kennedy, Maurice O'Connell, then stationed at Dalrymple.

"Gold in the North." The cry was echoed in the newly opened port of Townsville. The call caused a stir of excitement. It is recorded that on January 25th, 1866, a public meeting was held, and a sum of £500. was voted as a reward to William Gibson for having discovered gold in the North. Excited mailmen carried the news down the Burdekin Valley over long miles of rutted, dray tracks. Soon the call echoed around Port Denison. It stirred the imagination of the diggers on the Peak Downs and Rockhampton fields and, fanned by dreams of hidden wealth and riches, a rush soon started to the North.

Edward Cunningham and other pastoralists offered £1,000 for the discovery of a payable goldfield in the North. Such was the enterprise and public spirit of our pioneers whose greatest desire was to promote progress and encourage the development of the country.

On February 25th 1866, the steamer "Williams" arrived at Townsville with a number of diggers from Rockhampton and Bowen. The track to the Star River diggings was over Harvey's Range by a newly formed road. In the distance of about sixty miles there were no great difficulties to encounter. No doubt with recollections of the great southern goldfields in mind, there was an air of excitement about Star River.

Richard Daintree reported on the field in March 1866. Gibson and Thorton won 96 oz. of gold and, although some promising shows were opened, the field generally was a poor one. The Star River diggings extended from Keelbottom Creek to Running River with the main camp of the diggers on Speed's Creek, ten miles from Dotswood Station. Evidently the season was a dry one for the recovery of alluvial gold was hindered by the shortage of water.

This was the first goldrush in North Queensland. It was not a success, but some good alluvial gold was obtained and a number of reefs were discovered over an extensive area. Unfortunately, these reefs were too poor for profitable working. In those days, with primitive appliances, only very rich reefs would yield profits. In one way, however, the Star River diggings were successful.

It proved that auriferous country existed in North Queensland and the prospectors who came went on to better fortune. Quickly the gold seekers spread over the ranges and soon the rich fields of Cape River, Ravenswood and Charters Towers yielded up their golden treasure.

The discovery of gold on the Star heralded the beginning of a fabulous era. Within ten years, the goldfields of the North attracted world wide attention.

Argentine: The township of Argentine was named by its discoverers in 1881. It is on the Dotswood Station run about twenty miles north of Thornton Gap.

Besides being a mining centre, it was a favourite port of call for carriers travelling to and from the coast to the Gilbert and Etheridge goldfields. About fifty years ago, silver lead mines were opened up around Argentine and the ore was carted down Harvey's Range and shipped at Townsville. The silver-lead deposits at Running River also attracted a fair population.

The whole of the country between Argentine and Ewan contained many minerals such as gold, tin, copper and bismuth.

Faulker's gold crushing plant was only six miles away, well supplied with auriferous stone and operated constantly for a considerable period. Then, at some greater distance there were the alluvial fields worked by white men and Chinese.

In the old days, there was a weekly mail service from Townsville and another from the Ravenswood Rail Junction (now Mingela,)

During the first World War period and afterwards, when the price of metals was high, the mines might have been re-opened, if the present means of communication had existed.

It is noteworthy that at the present time attention is being paid to the Star River lodes and, with a rise in the price of metals the Argentine should again come into prominence.

The Argentine township was situated about fifty miles south west of Ingham.

Piccadilly Goldfield: The earliest record of mining activity at Piccadilly was in 1892, when the Ravenswood Warden reported that about twenty-five men were working there, many of whom had re-moved from Dinner Creek (Argentine). In 1893 he recorded that ore was being carted from Piccadilly to Faulkner's mill at Argentine and to Ryan's Mill on Arthur's Creek, near Far Fanning. In 1895 he referred to Tealby's Mill at Piccadilly and in 1897 to a second mill (4-head) being erected there by a Mr. Coventry. The field was officially gazetted in October, 1898.

The two chief mines were the Piccadilly P.C. and No. 1 West United, and the Nos. 2 and 3 West and Great Britian United. The P.C. and No. 1 West worked almost continuously until 1912 and the Nos. 2 and 3 West spasmodically until 1914. Gold was won from thin persistent veins averaging only 3 to 4 inches wide in slate country. The P.C. and No. 1 West is recorded as going down 500 ft. on the underlie, with drives extending from it 500 ft. east and 200 ft. west. It was abandoned in 1912 when it was uneconomic to extend the east drives further, and the battery was removed to Argentine.

Mount Success: According to the Ravenswood Warden's records, a miner named "Phil the Belgian" (a very old hand there) was the person who reported the finding of a little alluvial gold at Mount Success early in 1896, but he did not stay long there, having sold out his interest and left. After a mild "rush", the alluvial gold from the gullies was soon worked out. Later on in the year, the Mount Success lode was found, which at first yielded about three oz. of gold per ton, but the returns rapidly fell off. The stone was treated at Craven's battery on the field. In 1900, the Warden reported "Craven's Mill is yet there, partly dismantled, owing to a dispute as to the agreement made between Mr. Thos. D. Craven, and the owner of the lease (held in trust), Mr. Thomas Haine of Millchester. A company was floated by Mr. Craven of capital to come chiefly from his friends in Sydney and the shares disposed of, memorandum and articles of association duly registered, but transfer could (or would) not be effected. Mr. Craven worked the mine under agreement for thirteen months and over, but the owners of the lease held they were entitled, as they construed the agreement to $\frac{1}{4}$ of the paid-up shares only. A Supreme Court suit was taken by Craven, and the Court decided against him. The matter is not yet finally settled and the lease is under total exemption."

Intermittent production continued until 1906. From 1896-1906 the sum of small parcels treated is 1884 tons, yield 655 ozs. of bullion by amalgamation and 216 ozs from treatment of concentrates from the sulphide ores from the lower levels. Returns of bullion from treatment of sands are not recorded in detail. Apparently there has been no subsequent production. Examination and sampling of the mine were carried out in 1934 by the Gold Mines Development Ltd. and again in 1950 by Mount Isa Mines Ltd. but no developments ensued in either case. The main shaft was sunk 200 ft. vertically and the deepest level was at 178 ft.

Dotswood: Dotswood Station is situated on Keel-bottom Creek, which flows into the Burdekin River. The original lessees of this holding were Matthew Harvey

and Philip Somer, who took up seven blocks of the country on November 27th 1862. It is recorded that when the explorer John Mackinlay was returning with his party from the search for Burke and Wills, he reached Harvey and Somer's Station on August 2nd, 1862, but this was another property near Strathmore on the Bowen River. Nearly fifty years ago, Dotswood came into the possession of Sir Thomas McIlwraith. Subsequently transfers were made to (1) The Queensland National Bank (2) John Burns (3) Burns and Johnson (4) The Commissioner for Trade (5) The Queensland Stations Ltd.

The Fanning River: The Fanning is a short river which rises on the western side of Harvey's Range almost due west of Townsville. It flows into the Burdekin River not far south of the Macrossan Bridge. In 1861, the men who were to pioneer Townsville, J.M. Black, W.A. Ross and C.W. Rowe settled on the Fanning and took up a large area of pastoral land. It is notable that J.M. Black's party were hard on the heels of Edward Cunningham who took up Burdekin Downs. As a matter of fact, the Fanning Station was the first property in North Queensland to be stocked with sheep and cattle. In a public address tendered to J.M. Black in 1867, he was credited with being "the first to cross the River Burdekin with flocks and herds." Owing to drought and low prices for wool and cattle, many of the northern pastoralists soon found themselves in difficulties and it was then that Jarvisfield, Woodstock, Dotswood and Fanning Stations were taken over by R. Towns and Co, J.M. Black was appointed General Manager with headquarters at Woodstock. Afterwards, the Fanning country was abandoned till, in the revival of interest that was caused by the finding of gold there, it was taken up again by Frank Hamilton. Further up the river the Fanning River Station was formed by Carpendale, Vanneck and Co. of South Queensland. The late Henry Abbott arrived with cattle early in 1872 and remained as manager. Eventually, Fanning River Station became the property of Henry Abbott who sold it in later years to Edgar and Murray Prior. Fanning Downs Station is only a few miles from Ravenswood Junction and, at the present time, it is held by the Clarke Family.

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THE ANIKIE TABLELAND

The words of that popular song "Far away places with strange sounding names" brings to mind one of the most fascinating places in this district - the Anikie. This huge plateau, somewhat rectangular in shape, with sheer conglomerate walls surrounding its summit, provides a dominating appearance. Its steep sides stand like walls of a medieval castle silently guarding the hidden wealth of the Kangaroo Hills Mineral Field. In its shadow, tin, wolfram, silver and copper have all been mined with varying fortunes.

The Anikie lies south of Mount Fox and west of Hidden Valley. The Oakey Creek silently laps its foothills and separates it from the Rob Roy Tableland. It is part of the Kangaroo Hills Mineral Field, an area which saw considerable mining activity around the turn of the century.

OLD TIN.

Alluvial tin was first discovered by Waven and Regner in the 1870's at the junction of Prospector's Creek with Oaky Creek, a tributary of the Burdekin. This became known as Old Tin. Following this, there was a rush to the locality, resulting in good alluvial and lode tin being found further down the Creek on Butterfly Gully, along the upper part of Running River as far as Mount Denham and at other points. Old Tin remained the centre of activity in the early times. Various mining claims such as One Mile, Two Mile, Four Mile, Six Mile, and Fifteen Mile all took their names in relation to the distance they were located from Old Tin. At one stage, Old Tin boasted of a hotel owned by a Mr. Abraham who later opened a store in Halifax. A pack track known as the Old Tin Track provided access to the coast. It crossed the Range near the upper reaches of the Stone River and passed through the Allendale to Ingham.

THE SILVER MINES

Following the discovery of tin, came the discovery of rich silver lodes at Ewan and the formation in the early nineties of the Running River Silver Mining Company which took up a large area of land, aggregating 485 acres, at Mount Moss, adjacent to Ewan. Considerable interest was centred around this Company as the rich returns from Broken Hill Silver Mines had excited the minds of speculators and it was presumed that a second Broken Hill had been discovered. However, the negotiations for the sale of the properties fell through, as did also the syndicates, and the properties were abandoned.

COPPER MINING

The Mount Theckla Copper Mine was on Oakey Creek, about north of Ewan and had a strong lode running through the property. It was for some time worked by a

Company which took out some rich ore from the various levels opened up on the lode, the assays from 40 tons from the bottom level, being:- First sampling 21½ percent copper, 86½ percent silver, 8.65 lead and 4 to 5 percent zinc: Second Sampling 22 percent copper, and 121 oz. silver per ton. It was owned by Messrs Lennon and Rannie in a 20 acre lease.

The True Blue Copper Mine was an important mine on Bonnybrook Creek, containing several parallel, and cross lodes going to a width of 10 feet and giving a high return of copper and silver. All the concentrates were shipped to London, the last returns being 21 percent copper, 65½ oz. silver and 14½ percent lead per ton. The principal work was the 100 ft. level, the width of ore body at the face being about 10 feet wide.

At Macauley Creek, 5 miles south of Ewan, were several good copper lodes carrying from 3 percent to 13 percent copper, and from 14 oz to 133 oz. silver per ton. These occurred in granite country in association with dykes of quartz felspar, trending east and west. The ore deposits at Copper Knob, and the P.P.A. are associated with elvan, while those at the Western Lease and Mount Long, are associated with dolerite, the ore occurring in irregular masses, and pipes in an altered "formation" rock. The ore consisted of sulphides of copper, lead and zinc and, besides occurring in large masses and pipes, was also found scattered through the formation in proportions too low to form payable ore. At Hidden Valley, near the head of Running Creek, in addition to the tin workings there were several good copper-silver lodes from which good returns had been obtained. These included the Mountain Maid, owned by a Charters Towers syndicate, who had a 4 ft. lode in the shaft, assaying 15 percent copper, and the Tara Vale, 4 miles from Mount Guilds, where a large outcrop, in width some 36 feet, showed along the surface for a considerable distance. On Copper Creek there were other lodes and on Return Creek, there were several good copper lodes which gave good returns in the early days of Kangaroo Hills.

TIN MINING.

Tin was and still is the principal mineral mined in the area. The two main centres of prospecting were:

Firstly the lodes in the neighbourhood of the proposed township of Kallanda, about twelve miles up Oakey Creek from the Burdekin River, and secondly the lodes in the ranges at the sources of the Running River. The former comprise the properties of the Waverley, Planet, Kangaroo Hills and Douglas Tin Mining Company, with various minor shows. The latter are still held by parties of

working miners, having not yet reached the Company stage. On one lode only new machinery as yet been employed, none of the workings being over 100 feet in depth. "Waverley Leases"! The majority of the leases taken up by this Company are grouped together within a distance of a mile or so from the right bank of Oaky Creek. The Rob Roy and Red Gauntlet leases are about a mile further west, and the Monastery and Lammermoore Leases about the same distance to the North west and north respectively. The bulk of the work has been done on the Guy Mannering Lease. (Mr. Dunn was Manager of Waverley Company).

Planet Group of Leases. Considerable amount of prospecting work has been done with a comparatively small area, and presumably a considerable quantity of payable ore has been raised. The Company were waiting for capital to develop their lodes further.

Douglas Mines: The Douglas Mine lies about a mile below the Waverley Battery, on Oaky Creek. Between the battery and the mine, the creek runs through rough hilly country, and the nearest wheel road between the two makes a detour of some thirty five miles round. It is estimated that a road could be made along the creek for about £1800. This would bring the Waverley, Planet and Kangaroo Hills mines into easy communication with Ewan and the Burdekin country.

Kangaroo Hills Tin Mining Company's Freeholds Nos. 166 and 198: These freeholds lie in granite country north of Oaky Creek. They had afforded a considerable amount of alluvial tin to their original owners, the prospectors of the field, Messrs Naven and Regner.

Hidden Valley Lodes: In the hills about the sources of the Running River, several small tin lodes have been found and a party of miners has erected a three-head Park and Lacy prospecting battery with hand buddle. Around the Anikie a number of mining shows were worked for tin - the Perseverance, the Granite Castle, the Black Angel, the Bee Hive and Kite Little Wonder.

WOLFRAM MINING.

Wolfram was mined in many places throughout the area. The Isabel and Unlimited mines, located on the precipitous slopes of the Anikie were perhaps the most noted during the early part of this century.

PERSONALITIES

One of the most colourful personalities on the field around the turn of the century was Charles Frederick Anikie. He came from Western Australia, having worked as a miner on the Coolgardie and Kalgoorlie Gold Fields. In 1896, he worked on the Abergiola Field, but a rise in the price of tin brought him to the

Kangaroo Hills Field in 1900. He first worked alluvial tin on Williams Creek and then prospected the area which now bears his name, the Anikie. During the Depression of 1902, Charles Anikie brought his nephew, Herman Hecht to help him. It was later in the year that Herman received a welcome Christmas present, by finding there a very rich tin show which he named the Perseverance. This was worked very profitably for about three years before petering out.

JACKO'S CAVE.

On the southern side of the Anikie lies Jacko's Cave. This man-made shelter was built by Mr. Jack MacFursen, a Scotsman, who not having the materials to build himself a conventional hut, tunnelled into the side of the Tableland and excavated for himself a cave. The cave was divided into three sections to provide for a kitchen, living area and tool shed. It is not quite clear as to whether a smaller cave located some distance away provided the facilities commonly associated with small buildings, but it is known that an adjoining cave was called the Butcher Shop. Here any animals killed for food were dressed and suspended from the ceiling, giving the cave its name.

Jack MacFursen was reputed to be the strongest man on the mining field. It was said that he could carry five one hundred bags of tin with ease.

WANDERING LIGHTS

Our rugged rocky mountains and our eerie, silent plains hold many secrets. Many of these, strange whims of Mother Nature, can be explained and put down to various causes, but some phenomenons remain unexplainable.

The Anikie holds many a dark secret to her breast. On starlight nights around the fire's dying embers, many a strange tale has been told in the mining camps, tales so weird as to be almost unbelievable. Of course, many of these are old wives' tales and have not a vestige of truth about them, but others are vouched for in such sincerity by reliable authorities that they must be given a hearing. Of such is the tale of the wandering lights.

The light has been described as a luminous halo, ghostly in appearance and floating about six to ten feet above the ground. It has been referred to as the Min Min Light, taking its name from an old-time Western Hotel where it was first observed. From a distance it resembled someone moving with a lighted torch of hurricane lamp.

It made various appearances around the Anikie, perhaps its most spectacular being at the Six Mile. The Watt's family were living there at the time, working a tin mine show. Late one night, a bright light floated in through the window,

and passed through several rooms. Its glow lasted for several minutes before disappearing. No special interest was taken at the time, as it was supposed that some member of the family was moving about. The mystery deepened in the morning only when it was revealed that no member of the family was up at the time.

The light has been observed at the Seventy Mile Copper Mine, and has had several local appearances. It has been reported at Waners Hill and at Bombaroo. It is only co-incidence that many of its appearances have been made in localities of graves or sites of murders or killings.

There are many theories advanced about its origin. Some blame the supernatural influence. A different opinion is that the light is a product of the geological strata of the district. Static electricity has also been advanced as a cause of its appearance.

As Hamlet said "There are more things in Heaven and earth than are dreamed of" and we can leave it to our progressive scientists to investigate these strange things and when they fail, we must wait for Gabriel's last trumpet to supply the answers.

MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT,
INGHAM DETACHMENT

JOURAMA

Singing Waters.

Reconnaissances carried out by members of the Ingham Detachment, 2nd Royal Queensland Regiment for jungle training exercises have led to the re-awakening of interest in one of the district's most scenic spots and the creation of a new National Park. Deep in the mountain ranges behind Yuruga, screened from view by forest-covered hills, Nature has kept secret one of the brightest jewels in her scenic crown. Here on the upper reaches of Station Creek are a series of waterfalls whose breathtaking beauty has no equal in the Mount Spec area. The old timers knew about them, for this was a favourite picnic spot of theirs. Although they had not the advantage of modern vehicles, horseback gave them a comparatively easy method of travel in the bush, but with the passing of the pioneers and the passing of the years, the falls had slipped from memory and remained forgotten by most people.

FALLS GIVEN NEW NAME

Glowing reports have led to a revival of interest and the falls once again risen into prominence. As the Falls were yet un-named the Hinchinbrook Shire Council proposed that the Falls be called "JOURAMA" an aboriginal word meaning "singing or murmuring waters." Place name and aboriginal language expert, Mr. Sydney May, provided the name translation at the request of the Council.

Jourama is truly an area of singing waters. Here, where the mountain ramparts open to let Station Creek plunge over the escarpment, Nature has provided us with a fantasy of scenic wonders, roaring to a crescendo during the torrential monsoonal rains to a gentle melody in the spring, while within the valley, the waters quietly murmur around rocks and boulders in a soothing lullaby.

Jourama is actually a series of waterfalls ranging from miniature cascades to majestic falls of up to four hundred feet. As Station Creek has its source deep in the rain-forests behind Mount Spec, the creek generally has a fair run of water and the Falls have never been known to run dry.

PROPOSAL AS NATIONAL PARK

Realising the significance of the Falls and in order to preserve their natural beauty, the Hinchinbrook Shire Council has made application for gazettal of the area centred around the Falls to be preserved as a National Park. In addition to the Falls, the area of the proposed National Park covers a track of primeval jungle where orchids and ferns grow profusely in the cathedral-like shadows. On the hillsides, umbrella-like palms stretch out to form a canopy of beauty and shade from the tropical sun.

Situated five miles from the Bruce Highway and approximately eighteen miles south of Ingham, the Jourama Falls are of comparatively easy access. The turn off to the Falls is made from the Bruce Highway just south of the Station Creek Road Bridge. After following Mawby's road for three miles, the Falls road follows Station Creek upstream into the Jourama National Park.

DEVELOPMENT COMMENCES

The opening of the new scenic area which the Hinchinbrook Shire Council has proposed for National Park gazettal has been undertaken by the Ingham Rotary Club as its major Community Service Project for the 1963/64 year. In December last, a working bee comprising some twenty Rotarians, assisted by Forestry Department Officers and officers and members of Ingham's C.M.F. Unit, provided an access road to within a mile of the base of the Falls, and marked a track leading from the large parking area opened, along the creek to the last of a series of the three falls.

In building the vehicle access road, two crossings of Station Creek were made. A Rotary Club member, Mr. E. Meyer, provided a bulldozer for use in the work. As well as the access road and parking area, the Rotary Club also opened up a picnic area and provided steps into the creek-bank to open a pool for swimming. An area of clean, rain forest has also been opened for walk-clearing. The Forestry Department has already instigated plans for the development of the area as a National Park. Easy, graded walks are to be provided to bring all three waterfalls within comfortable walking distance. Lookouts will provide breathtaking vistas of cascading waterfalls, rugged mountains and majestic seascapes.

THE STATION - CATTLE, POLICE & TELEGRAPH

Station Creek was not always known by that name. It was originally known as Waterview Creek, named for the Waterview Station founded on its banks. In comparatively recent years, the name has been changed and now its principal tributary is referred to as Waterview Creek, while the main watercourse has become Station Creek.

The area has considerable historical interest, for it is here that the district's first police and Telegraph Station were established.

Situated on a hillside overlooking Station Creek, a number of mango and fruit trees mark the site of the old "Waterview" Station. Here in 1869 John and Johnstone Allingham, pioneer pastoralists crossed our mountain ramparts and came down over the range at the rear of Waterview with their bullock drays

and cattle, and settled here. Theirs was a stirring adventure and called for great courage, as the high ranges offered little inducement for them to make the trip, and, at times, the steepness of the track made it necessary to tie heavy logs behind their drays to act as brakes and slow down their skidding and sliding progress down to the coastal flats. The ranges however, took their toll, and at the bottom of a ravine, lie the remnants of one of the drays that did not make the grade. Later, the Allinghams moved to Muralambeen, while W.G. Ewan took over the property at Waterview.

About this time, Sergeant Robert Johnstone was appointed Inspector of the Native Mounted Police in the Herbert River District and was stationed at Waterview. The police barracks and yards were located slightly downstream from the present road traffic bridge. Here, with the aid of twenty black troopers, he maintained law and order and was called upon "to scour the country far and wide in the course of his duty."

The blacks were savage and warlike in the country between the Herbert and the Johnstone Rivers in the 'seventies. In 1872, there was the wreck of the brig "Maria" and the terrible massacre of survivors that followed, and on the 8th April 1875, the murder of the Conn Family was reported. The blacks were still very dangerous in June and August of 1875 and several attacks on white settlers occurred. Sub-Inspector Johnstone and his troopers were continually on the move, riding in the tracks of hostile natives who ravaged the land or taking to the sea in the longboat in quest of castaways from wrecked ships who reached the coast of what was then a great wilderness.

Hinchinbrook Island and the adjacent, treacherous reefs, were the graveyard for ships in the 'Sixties and 'Seventies. In September 1878, Johnstone is reported to have made the grim discovery of the bodies of two white men roasted in a native oven on the beach opposite South Bernard Island. On 13th April, 1872, it was reported that blacks had murdered two whites named Smith and Clements on Gould Island; Johnstone investigated all such reports, and with his native troopers he avenged the murder of W.G. Conn and his wife.

Sub-Inspector Johnson's forays took him as far north as the beautiful new river which was later named in his honour. From Waterview, his headquarters were later moved to Gedge's Crossing near Ingham. In 1879, Sub-Inspector Johnstone was transferred to Winton. Following his retirement from the Police Force, Robert Johnstone stayed in the Lower Herbert District, selecting Molonga in partnership with L.J. Goulter. The life story of Inspector Johnstone makes

thrilling reading, for his was a life of high adventure when the North was opening up, and he played his part as an explorer. He was concerned with the well-being of the natives and was reported to be fair and just in his dealings with them.

The year 1869 also marked the construction of the Telegraph Line from Townsville to Cardwell and, later on, to the Gulf. The line from Townsville passed through Telegraph Gap and on to Long Pocket on the Herbert facing Mount Westminster Abbey. Then it followed the Waggon road at the first crossing of Dalrymple Creek. It followed the road to Damper Creek and then on to Cardwell. Periodically old insulators are turned up to mark the route of the Telegraph line.

A reporting Station was established at Waterview with Mr. Roach in charge. In 1877, Mr. Roach was transferred to Ingham to establish the Town's first Post and Telegraph Office.

HERBERT RIVER EXPRESS

NATIONAL PARK COULD BE FAMOUS

A move is currently being made to secure National Park gazettal, and protection, for an attractive falls and gorge section of the range and foothills at Yuruga promises to have much value in the long term for the district. Although little is known at present, the Townsville Road creeks in the Range and foothills have great beauty and probably represent one of the best concentrations of unspoiled mountain and creek scenery in the North. The current move for National Park gazettal covers an area criss-crossed by a number of creeks, but is centred on Station Creek and its Falls. National Park gazettal would be a very valuable move to secure the opening, but even greater significance would attach to the fact that National Parks must remain forever unspoiled.

It is important that as much as may be saved, the natural beauty that once was general throughout the North should be preserved for future generations, and this should be the major consideration in the opening and developing of new scenic areas.

The National Park envisaged around JOURAMA FALLS could become a famous attraction over the years.

MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

MOUNT FOX

The origin of the place name and meaning .

On the 20th day of November, I received this letter from Mr. F.T. Lehane,
Shire Clerk of the Shire of Hinchinbrook:

"It is desired to ascertain the origin of the name Mount Fox,
(native name Yellerai). Would you inform me whether you are
able to assist in this."

That was over twelve months ago and, even yet, I find there is more information
to be obtained. It has involved correspondence to three States, but the main
facts have been achieved.

The basic knowledge was that Francis Cashell Gardiner of Tara Plantation on
the north side of the Herbert River, between present day Bemerside and
Gairloch acquired some blocks of pastoral leases on the south side of Seaview
Range called Mount Fox - No. 3 West, No. 3 East, and No. 4. I understood
there were four blocks, but only the above are listed on the Survey Office
2 Mile Map No. 377 published in 1952. The mountain itself is 2,750 feet, and
is four miles west of the western boundaries of these blocks, with the Mount
Fox Telegraph Office on Portion 21, Parish of Garrawalt (a Crown Lease).

Two aboriginal names are given to the mountain - Woongoomully and Yellari.

The first is from a native legend that there was a dwarf armed with a spear,
who guarded the mountain top, and the second referred to a lake formed by a
lip of pumice on the eastern side which created a natural dam. Later, this
lip collapsed and the lake is no more. This lake is shown on a 1908 Map.

There is also a Yellari Creek which flows into Michael Creek near the Mount
Fox Telegraph Office.

To manage these blocks, F.C. Gardiner got his nephew, Arthur Aloysius Fox
from Marybank, Montacute, Adelaide, who looked after the area from 1870 to
1875. In this latter year, the Register of Runs shows that John and
Christopher Allingham of Kangaroo Hills applied for and secured those runs
on 5th January 1875. Those are just the bare facts, but who were F.C. Gardiner
and A.A. Fox? This involved quite a considerable search, in many parts of
Queensland as well as in Victoria and South Australia.

1. Thomas Mathewson, late of the Regent Studios, Brisbane, travelled
extensively over a large part of Queensland by horse and buggy, taking
photographs, and much more important, he kept diaries which were lent to me
by his son, Dr. T.R. Mathewson of Clayfield.

Thomas Mathewson made a visit to the Herbert River in 1874, and here are
extracts from his diary of the period.

"We took several photos in the area (1) a part of Gowrie Creek, a tributary of the Herbert River near Abergowie. In this Walter Scott, of the Valley of Lagoons and Henry Stone are seen (after whom Stone River is named) - (2) Also "Ings" Plantation, belonging to William Bairstow Ingham, on the north side of the river now called Tara. The cultivation can be distinctly seen with two bullock teams in the foreground - scrub is being felled in the distance and the boiler placed in a position for the mill. Two small houses and a hut are included."

Mr. W. Temple Clerk became a partner with Mr. Ingham in 1875. "Ings" Plantation was half the original Section 39 on the north of the River. This was right opposite the residence of the late James Atkinson and his family, known as Farnham (after a town in Surrey, England) which was on Sections 19 and 20. This property was later acquired by Bryan Lynn. No. 39 (Ingham's) was originally taken up by Francis Cashell Gardiner and called Tara. Philp O'Brien and Cowley afterwards owned it and took a tramline through the area. Francis Cashell Gardiner is registered for conditional purchase, pre-emptive and homestead selections of the following areas:

Application No. 51	3rd December 1870	Area, Agricultural land 250 acres Second Class Pastoral land 1172 acres	Amount paid full year's rent & survey Fees £10/16/-
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Application No. 68	4th May 1871	Agricultural land 326 acres first class pastoral land 500, acres	£10/16/-
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This land was purchased
15th September 1882.

Application	28th July 1880	906 acres	£38/16/-
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Application No. 420	4th October 1882	380 acres	£109/16/-
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There is a Mount Fox Road starting from Ingham going through the Kangaroo Hills area where it branches, one road going to Mt. Garnet and the other to Einasleigh and Forsayth. Ignots of tin were taken by mule train along this road to Ingham in the early part of the 20th Century.

The name Gardiner is perpetuated by a street in Ingham. Also Mt. Gardiner No. 2 is to the north of Gardiner's plantation "Tara" while Mount Gardiner No. 1 is another few miles farther north - both spurs of Mt. Leach Range near Cardwell Gap. No. 1 has a height of 2113 feet. There is also a Mount Cudmore to the east of both Mt. Gardiner near the Seymour River.

It was Daniel Cudmore who took up these two blocks of land approximately 1,000

"Avoca" now absorbed into Ingham. Gardiner's house was the first house in the area and was on the Inabbranch near the site of modern Bemerside. In the history to follow, the names "Avoca" and "Tara" predominate, but as all these families came from Ireland, why seek other than an Irish names?

"Tara Hill" was associated with the High Kings of Ireland in the County of Meath - while "Avoca" the lovely vale of "Avoca" is in County Wicklow. Tara is the most famous of the historic sites of Ireland, Teamhoir-na-Riogh (of the Kings).

Here are the family relationships and origins:

GARDINER

Colonel Robert Gardiner of the East India Service, married Dymphna, daughter of Henry and Rebecca Stone (nee White) Cashell, whose home was Bushfield Co. Tipperary. This family included one son Robert Kirkman Gardiner, born 1812, who came to Australia with his children on the S.S. "Thetis" which left Plymouth 30/5/1851 and arrived in Adelaide 7/9/1851 and one daughter, Dymphna Gardiner who married Daniel James Nihill or O'Niell of Rockville Adare Co. Limerick. R.K. Gardiner had one daughter, Henrietta, born 1834 and one son, Francis Cashell Gardiner, born 1835 who died at Marybank on the Seymour River in 1914. Neither Henrietta nor Francis Gardiner married. Dymphna and Daniel J. Nihill had one daughter and two sons. The son, James Niall was followed by his son James Manfield Niall (Tambo area) and then a grandson, James M. Niall, was followed by his son, James Manfield Niall (now of Woodside) Gisborne, Victoria. Mary Nihill married Daniel Michael Paul Cudmore who was in Queensland in 1865 or earlier and can be traced far and wide. Frances Ellen Nihill married Arthur Fox 6/7/1846 of Marybank, Montecute, South Australia. Arthur Fox died 1/5/1883. He had only one son, Arthur Aloysius Fox, born 22/10/1847 who married Winnifred Ann Philips daughter of Gerard Phillips, Sydney. Arthur Aloysius Fox died 11/4/1901. Their son, Colonel Arthur Gerard Fox, born 26/12/1895 is still living at Marybank, South Australia, and he has two daughters. Frances Ellen Fox had two daughters as well as the son, Sara Therese Agnes and Frances Christina, who married the brothers Makinson of Sydney. A daughter of Daniel Cudmore Dymphna Maria, born in Tasmania, married Sydney Yates and lived on a pastoral run at Melrose, Bowen. Somewhat later, they moved to the country west of Adavale, and then the family came to Toowoomba.

This family is important in its relationships to pastoral holdings in Queensland.

You will find traces in the Tambo-Longreach area, and the Clark River. Properties are named almost invariably with names such as Wandovale, Marybale, Avoca, Tara and even Niall. Tara Creek, Yeates Creek and Mt. Cudmore, Mt. Fox and Mount Gardiner. Avoca and Tara are self-explanatory, but it would be interesting to know the origin of Wandovale, and why "Mary" persists, Marybank, Maryvale - I regret I don't know, but probably after his wife, Mary Cudmore, nee Nihill. Son Herbert Yeates. Among a few features I cannot trace, perhaps these noted may take them into light. F.C. Gardiner purchased a wreck on the coast for dismantling. What wreck and where and when? A report in the Port Denison Times, 26/8/1871 refers to an Avoca Plantation owner, F.C. Gardiner. It was more probably owned by Daniel Cudmore and managed by Gardiner. Gardiner entertained Carl Lumholtz, the naturalist, at his Herbert River home. This fact is mentioned by Lumholtz in his book, "Among Cannibals."

James Mansfield Niall and Herbert Barr Smith were partners in some of these pastoral runs - Evora (a Portuguese name), Delta and Nive Downs. Copperfield Station was owned by MacDonalld who named the place and a river after David Copperfield. It was not named after the mineral field near Clermont. These newspaper articles would be of immense value, if obtainable.

"The Northern Miner" Charters Towers 21/7/1908 - headed "Pastoral Pioneers of 1863."

THE CUDMORES AND THE NIALLS. The story of the Cudmore runs on the Clark River at Tara and Christmas Creek. Maryvale Picnic Races were held on Tara Creek. Niall Stations were taken up on the Clarke River by Daniel Cudmore, 23/11/1861. Cudmore had made extensive exploratory trips accompanied by Josea Jamison and Kenneth Muirson from September to November, 1861, travelling 1,700 miles. W.P. Stenhouse, 23/4/1861 took up Maryvale on 4th February 1882, Niall was subdivided into No. 1 and No. 2 and consolidated into Maryvale on 4/2/1882. Niall No. 1 was acquired by William Hann on 27/8/1882 while Tara itself was under Daniel Cudmore's control.

Sir. Collier Cudmore of Adelaide now is the head of the Cudmore Clan and Colonel Arthur Fox of the Fox Clan. There is a pamphlet compiled by Travers Browsers in 1945 "The Cudmore Family in Australia," and another "The Fox Family of Marybank," compiled by G.C. Morphett also in 1945. Both were published (now out of print) by the Pioneers' Association of South Australia, Murray House 77 Grenfell Street, Adelaide. I failed to get a copy. (I have the Cudmore one

found in a second hand shop in Sydney). Interesting features on the rock strewn slopes of Mt. Clare just south of Mount Fox.

Now a brief biography of Arthur Aloysius Fox, after whom the mountain is named. He was born at Adelaide, 22/10/1847 and educated overseas from the age of seven at Douai (France) Bona (Germany) and in England at Mt. Mary's, Ascot, finishing at St. Bodwen's Burton-on-Trent (Rev. T.J. Telford) in December, 1864. He then stayed with relations at Rathmines near Dublin, returning to South Australia in 1868 when 21. He helped his mother manage their Marybank Estate for a while. In 1884-7 he represented West Adelaide in the South Australian Parliament. He really never settled down when he returned to Australia, and there is an unrecorded period, 1868 until 1874 which should include the probable period of his Queensland residence, managing the Mount Fox pastoral area runs for R.C. Gardiner.

MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

IN DALRYMPLE'S FOOTSTEPS

Dalrymple's Explorations of the Herbert
River District.

EARLY EXPLORATIONS.

It was through the hinterland that the first white settlers entered this district. The Burdekin River Valley provided the key which opened up the Herbert River for settlement.

In 1845, Dr. Ludwig Leichardt led his party along the Burdekin River and recorded on 4th May,

"We discovered an extensive valley with large lagoons and lakes and a most luxurious vegetation, bounded by distant blue ranges and forming the most picturesque landscape we had yet met with."

Thus was the white man's first impression of the beautiful Valley of Lagoons. Eleven years later, Augustus Charles Gregory was the next white man to pass through the Burdekin Valley. In October, 1856, on returning from his exploring trip to North West Australia, his party camped on what is now Greenvale Station.

The glowing reports of both Leichardt and Gregory of the good pastoral country along the Burdekin soon attracted the attention of pioneer-spirited pastoralists. Slowly the tide of settlement advanced northward.

In 1859, an exploring expedition was formed in Sydney to take up part of the Burdekin country in pastoral runs. Led by George Elphinstone Dalrymple, the landseekers pressed up the Burdekin to Leichardt's Valley of Lagoons. Here, in partnership with the Scott Brothers, wealthy southern squatters, Dalrymple selected a magnificent stretch of country including the present Wairuna, Gunnawarra, Cashmere, Lake Lucy and part of Greenvale, as well as the present Valley of Lagoons. The settlement of the Valley had begun.

John McKinlay's expedition traversed the Burdekin country in 1862, on its way from the Gulf to Bowen. These explorers had been seeking Burke and Wills and were then returning to civilization at Bowen. All the way down the Burdekin, McKinlay had seen the dray tracks of the pioneers. Camel Creek takes its name from the bones of one of McKinlay's camels found there years later.

By the end of 1862, settlement along the Burdekin Valley was well advanced, and soon the settlers began seeking a new port to provide access to the Burdekin Valley.

The First Attempt: By 1863, the Valley of Lagoons had been stocked with 25,000 head of cattle and sheep. The Scott Brothers, in partnership with Dalrymple, were Walter Jerviose Scott, Charles Jerviose Scott, and Arthur Jerviose Scott.

They were the sons of James Winter and Lucy Scott of Rotherfield Park, Hampshire, England. The most urgent need to ensure the success of their enterprise, was a road to the port shorter than the 300 miles to Port Denison. Dalrymple, with his friends in high places, did not find the Government lag in supporting him, but, when he eventually found his highway to the coast, success was due mainly to his own efforts. Rockingham Bay at a distance of some seventy miles, was decided upon to be the end of their road and, accordingly, in 1863, Dalrymple and Walter Scott formed a party to discover a route from the Valley of Lagoons.

Soon after leaving the Valley of Lagoons, the party divided. Dalrymple, the Scott Brothers and others went to Mount Lang to discover from the summit the most practical route to follow. Walter Scott described Mount Lang as being a hilly outcrop of basaltic rock and lava rising to the height of 800 feet from the tableland, and supposed it to be the crater of an old volcano. From the summit, a coastal range forty miles to the eastward could be seen. The united party attempted to reach a low gap observed in the range. About nine miles from the junction of Great Antill Creek with the Burdekin a chain of lagoons had been found, the southern-most one, three miles in circumference, was named Lake Lucy.

In traversing the undulating country between Pelican Lakes (their starting point) and the coast, they came across several native camps. In them were found sheets of bark of the box gum on which were cut out figures of men and women in the attitudes of the corroboree. This country was apparently a favourite kangaroo hunting ground. Walter Scott considered the aboriginies he saw a fine, athletic people, much lighter in skin than those of the South. Owing to the boggy nature of the soil, travelling became increasingly difficult and, at a point distant only twenty miles from Pelican Lakes, they were obliged to retrace their way to the Valley of the Burdekin in search of a more practical route to the North East. The floor of the valley itself seemed to offer the easiest going and was therefore followed for two days until it seemed more convenient to ascend to the tops of ridges where the ground was firmer. They then advanced twenty five miles to the north east.

Continuing on the same course next day, they ascended the coastal range to a point where Gould Island could be clearly seen. This was named by Dalrymple the Seaview Range because, from it, they first saw the Pacific Ocean. This range forms a watershed between the Burdekin and the waters flowing into the

see to the eastward.

The ascent from the west had proved reasonably easy, but the descent on the other side had a drop of 2,500 feet in one mile, where the drays had to be lowered with block and tackle. On the way down the range they heard the distant roar of a waterfall. Subsequent explorations found magnificent falls in Garrawalt and Stoney Creek.

On Stoney Creek, the Wallaman Falls were measured years later under Henry Stone's direction and showed a drop of 920 feet. Wallaman is said to be the local aboriginal name for that water. The discoverers were Dalrymple, Scott, Stone and Farquharson.

The river in whose valley they found themselves was the Herbert. Dalrymple named it after his more or less silent partner, the first Premier of Queensland, Robert Wyndham Herbert, but whether it was named then or in 1864 is not quite clear. The Herbert seems to have been crossed near Herbert Vale of nowadays. The expedition, moving easterly across the plain, reached a small creek which was named Gowrie Creek from Old Country associations. Gowrie was an ancient district in Perthshire. A high mountain at its head was called Mt. Gramme by Dalrymple, presumably after his mother, whose baptismal name it was. She was a daughter of Colonel Hepburn and died at an advanced age in 1870. The name is now spelt Graham. The next creek crossed was named Elphinstone Creek possibly after Dalrymple's father, Sir Robert Dalrymple Horn Elphinstone (Bart) and his mother was honoured. The party followed up another tributary (Dalrymple Creek) of the Herbert, on the northern side, which flowed through a narrow valley enclosed by high mountains and jungle. This was given the name of Jock's Lodge. Jock is often said to have been the party's bullock driver, but the original "Jock's Lodge" was a small hamlet outside Edinburgh about three and a half centuries ago. "Jock" was an eccentric mendicant. They then passed over the watershed of Rockingham Bay. The land on the coast from this vantage point appeared flat and swampy. However, it was impossible to make further progress.

The thick jungle defied all efforts to find a way through it and so they gave up the attempt and returned to the Valley of Lagoons.

Dalrymple and his party were the first to cross our mountain ramparts into this district. Although the first attempt was not successful in finding a practicable route from the Valley of Lagoons to the coast, the next attempt began at the coastal end of the hoped for road and eventually succeeded in

its purpose.

The Successful Crossing: The year 1864 marked the first crossing of the Herbert River Valley by a party travelling from the virtually days old settlement of Port Hinchinbrook (now Cardwell) to Valley of Lagoons Station. The crossing was made in February by a party led by George Elphinstone Dalrymple, the thirty seven years old Queensland Land Commissioner of the day, and Arthur Jervoise Scott.

The expedition led by Dalrymple left Port Denison on January 7th, 1864 in the schooner Policeman owned and commanded by Captain Powell. Rockingham Bay was reached on the evening of January 12th, 1864.

About a fortnight later, the present site of Cardwell had been chosen as the location of a new port which the visionary Governor of the day had seen as a capital of a new colony. At the beginning of February, Dalrymple with Lieutenant Marlow of the Native Police, spent four days in exploring a possible road site to the interior - the Valley of Lagoons Station.

They discovered a gap in the range and on February 4th cut their way to the summit. On February 10th, Dalrymple took Arthur Scott to the Gap and, on either February 11th or 12th, he had pushed through the range to such an extent that he could look down into the broad valley of the winding river he named Herbert in honour of the Colonial Secretary then, later Premier of Queensland, Sir Robert Herbert.

On February 15th, Dalrymple left the infant settlement of Port Hinchinbrook accompanied by two Europeans and two aborigines - taking five riding horses four pack and spare horses, arms and supplies and rations for fourteen days. Over the Range, their route lay fifteen miles along the base of the Mount Leach chain, with swamps hemming them in on their left. They made their way into what is now the Abergowrie belt, to meet the river and find it broad, rapid and deep.

In the actual crossing, first to enter were Dalrymple and Cockey, one of the aboriginies. In midstream, their horses were caught by the current and rolled over. Dalrymple swam across while Cockey regained the north bank. Alone on the south bank, Dalrymple was confronted by a group of aborigines. Their gestures were menacing, but, as the other members of the party crossed, the natives drifted away.

Dalrymple and his group made three separate attempts to cross from the Valley over the Coast Range to the Tableland, finally finding a spur about twenty

miles and on March 1st, reached the Valley of Lagoons. The return trek was begun on March 8th.

On his return, Dalrymple led a group of twelve Europeans and four aboriginies with three bullock drays and sixty one working bullocks. Driving sixty three fat cattle for the settlement and eighteen horses, they built a road as they moved.

With Dalrymple on the return from the Valley of Lagoons was Henry Stone who was to be Herbert River Valley's first permanent resident. On March 15th, Dalrymple was back at the crest of the main coast range where he had to camp for three weeks, waiting for a flood in the Herbert to drop. In the river crossing, two of the drays were whipped over by the water force. When the gorge leading to the Gap was reached, Dalrymple and his party had been six weeks out from the Valley of Lagoons. Finally, on Sunday, 24th April, after cutting a bridal-path through the Gap, Dalrymple and three of the Europeans and two of the aboriginies, drove twenty six head of cattle into the infant settlement of Cardwell - completing the first two way crossing of the Herbert River Valley.

Men from the settlement - by then over fifty residents - and more than twenty horses, returned with him to complete the road for the bullock teams and drays to negotiate the Gap.

Thirteen years later, Dalrymple was dead - on January 22nd 1876, at sea - from virulent fever contracted at Somerset near Cape York where he had been appointed Government Resident in 1874.

From his crossings of the Herbert River Valley between February 15th and 16th and April 24th 1864, stems the present development. Land in what now is the Abergowie area was taken up as a Valley of Lagoons out-station. In 1865, Vale of Herbert Station was established as a half way house between Valley of Lagoons and Cardwell and, with the building of Station House (on the present site of Groundwater's farm) settlement became a reality. As the outstation Manager, Henry Stone became the first permanent resident.

By the early 1870's, coastal land was selected for the growing of sugar and the existing pattern of district activity was set.

THE VALLEY OF LAGOONS

The Valley of Lagoons is one of the most picturesque regions in North Queensland. The homestead is built on a small hill overlooking a beautiful lake formed by the overflow of the Burdekin River.

The River itself flows past the station and, for miles around, there are many small lagoons which suggested the name, The Valley of Lagoons, to Ludwig Leichardt when he passed through the locality in 1845. The Station is situated almost 100 miles west of Ingham and about eighty five miles from Mount Garnet.

The Valley is noted for its profusion of bird - particularly black swan - and animal life. Pelicans are numerous and they prove to be the best fishermen. Black swans abound and, during the hatching season, many of their nests are to be seen near the water. Indeed, some of them have floating habitations, while a few proud parents display their brood of five or six cygnets. Black ducks fly about in hundreds, without any fear of disturbance. Then the brolgas or native companions hold their dances, with Ibises and cranes as distant spectators. A perfect setting is provided by green vegetation and brightly coloured water lilies. At sunrise or at sunset, the rising and the setting of the multitude of birds provide an unforgettable sight.

Viewed from the homestead this work of nature is a rare delight and makes one feel that the Valley of Lagoons must rank high amongst the beauty spots of North Queensland.

The Scott Brothers sold the Valley of Lagoons to Ramsden and Fenwick in 1890 and in 1903, it was sold to L.O. Micklem. It was purchased from Mr. Micklem by J.S. Love in 1929 and the property has been conducted by the Estate of J.S. Love since his death in 1933. Under the will of the late Mr. Love, a proportion of the Station's income was earmarked for charity and over the years a number of charitable causes and institutions have benefitted.

In 1963, the sale of the Valley of Lagoons to R.L. Atkinson and Sons Pty. Ltd for £137,000 including 5,600 cattle was recorded.

The Valley of Lagoons is now being used as a breeding and fattening property and the high grade herd of Herefords on the property is being progressively replaced by Droughtmasters from Mungalla and Glenruth Studs and herds.

On a hillside not far from the Homestead, a headstone marks the last resting place of one of the founders of the Valley. Here, where the hills on either side sweep backwards and the beautiful forest ridges open in scattered timber, like an English Park, Walter Jarvoise Scott quietly rests. The rich grasslands, the lofty gum-trees and the lotus-covered lagoon furnish a lovely setting for the great spirit of this pioneer.

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MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

HINCHINBROOK

Majestic Peaks and Rugged Grandeur.

Twenty-two miles of the mountains and crags of Scotland and the winding fjords of Norway - all dressed in lush jungle growth and framed by white tropical beaches - that is Hinchinbrook Island, lying three miles off the coast of North Queensland opposite the rich Ingham sugar, cattle and timber district. The largest complete Island National Park in Australia, and possibly the world, the island is separated from the mainland by a winding maze of the Hinchinbrook Channel. On the Island side are tall peaks, cliff faces and beach strips. On the mainland side is a complex pattern of evergreen mangroves interwoven with ever turning creeks and channels. Completely inhabited, the Island carries peaks and ranges rising from between 3,000 and 4,000 feet, down the sides of which waterfalls plunge during the months of the North's wet season. Hinchinbrook Island was one of the possible future home sites inspected by Nauruan Islanders, but the reason which made it a tourist and naturalists' wonderland were the reasons which made it unsuitable as a substitute home for the 2,500 Nauruans.

The rugged tangle of its peaks and ranges and its heavy jungles and forests rule out agricultural possibilities. Hinchinbrook Island remains virtually as it was when Captain Cook named the main Range areas Cape Hinchinbrook, and one of its features Hillock Point, believing it to be part of the mainland. The fact that the huge area was an island was not confirmed until 1843, when Captain F.P. Blackwood, R.N., made his voyage in the H.M.S. Fly.

One change which has been made in the natural surroundings is provided by a tall memorial cross of aircraft metal standing high on one of the peaks in the centre of the wreckage of a U.S. Bomber. The bomber crashed during a storm on a wartime flight, killing eleven men. The wreckage was not discovered until a year later, and the bodies of the victims were taken for burial in U.S. War Cemeteries. In 1960, a group of Ingham residents and members of the town's R.A.A.F. Air Training Flight, climbed Mt. Stralock to erect a tall cross to serve as a permanent memorial.

In the late 1880's, a brief attempt was made to establish a sawmill on the Island, but the death of one of the children of the family engaged in the venture, coupled with difficulties in terrain and in transport, led to its abandonment.

Before the gazettal as a National Park in the 1930's, a few fishermen had made camps on the northern tip of the Island, but these were subsequently removed.

The Island sleeps on - a giant, living reminder of what the whole of the

Northern, tropical, coastal area was before the coming of the Europeans. The ships which its beaches and rocks have claimed have vanished, and so, too, have the tribes of the tall, powerful aborigines who lived as much on the Island as on the mainland. Gone too, is even the memory of the three ship-wrecked Europeans - two men and a woman - seen once from a passing ship as captives of the tribe, and then never able to be traced despite wide ranging searches.

They were aboard the cutter EVA which had vanished from Townsville on 1st March 1867 during a cyclone. Six people had been aboard. Seven months later, the two men and the woman were seen on a seaward side beach on Hinchinbrook, some seventy miles north of Townsville. All that the searchers found were a mourning veil, a shoe and a crudely made bush bed.

Hinchinbrook Island has now a grandeur beyond description, and a sense of waiting and of mystery. One day, it will be a mecca of thousands looking to see the beauty that was widely once the untouched Tropical North.

Quoting Hinchinbrook in verse:

See yonder rugged Mountain,
That towers its head on high,
With many a spouting fountain,
So delightful to the eye.

Thy head is clothed in verdure,
With ferns of maiden hair,
Showing Nature in her grandeur,
And shrubs so rich and rare.

Thy sons they proudly gaze on thee,
And silently adore,
Thy magic form and every tree,
That grows upon thy shore.

UNDER THE BLUE ENSIGN

Four place names of or around Hinchinbrook Island commemorate what was practically the whole of the Queensland Navy just prior to Federation. They are Gayundah Creek (H.M.Q.S. Gayundah) Paluma Creek (H.M.Q.S. Paluma) Mosquito Creek (H.M.Q.S. Mosquito) and Otter Reef (H.M.Q.S. Otter.)

The October 1899 issue of "The Queenslander" provides an interesting review.

"The Gayundah is a twin-screw vessel of 360 tons and 400 horse-power. She was launched in 1884, and almost immediately afterwards was purchased by the Queensland Government. Her length is 115 ft. with a beam of 26 ft. and she can steam ordinarily at the rate of ten knots per hour. Her armament, for a vessel of her size is heavy, consisting principally of two "big guns" an 8' forward and a 6" aft, both worked on a carriage. The after-gun is protected

by a shield, while the forward one is worked from the upper deck. On that deck she carries two $1\frac{1}{2}$ in. quick-firers, while on each quarter she has a four-barrel Nordenfelt. Her build is one strictly designed for harbour and river defence. In a seaway she would be comparatively useless, and if she were far from home she would easily be overhauled and pounded to pieces by the fast modern cruisers of the present day, which sail two feet to her one. But used for what she was built for, she is eminently suitable. Given a convenient rock, or a small island, behind which she can perch, she can blaze away all day at an enemy's ship in the offing, and afterwards when the latter is reduced to a state of exasperation bordering on insanity, the Gayundah can sally forth and entice the justly enraged foreigner into a chase. Then, when the larger ship is racing along holding a straight line with the smaller boat's course, the Gayundah may quietly slip over a patch of shoal-water with about ten or twelve feet of water on it, and calmly wait developments at a safe distance on the other side. Then, when the steamer drawing twenty odd feet is safe and sound with her back broken, or with her crew busily engaged in lightening her, the noble little boat in grey may return in safety, and proceed systematically to knock corners off her defenceless enemy. The game would be a pretty one to play - for those on board the Gayundah."

"A sister ship to the Gayundah is the Paluma, at present held in reserve and used mainly for training purposes. She was long used on the Queensland coast as a survey boat, her small draught and easy handling being extremely well suited to that class of work.

The Mosquito is a second class torpedo boat, built of plate only one-sixteenth of an inch thick, 65 ft. long, with a speed of sixteen knots, which she can increase if pushed. She is fitted for one Nordenfelt, but no torpedo man trusts to rifle bullets. He pins his faith on the "long grey devils" whose more polite name is Whitehead torpedo. Being a second class boat she has no torpedo tube, but carries a "dropping gear" controlled from the conning tower. The officer steering the ship pulls a string which releases the air lever, sets the torpedo going, drops the infernal machine on the water and the Whitehead does the rest.

"Torpedo running is, perhaps the most dangerous of all work in the Navy, even in the newest type of boat, and that is probably why the Admiralty place their younger officers in command. They have a name to make, and they mean to make it. If they lose their lives in the effort, the gap is not very hard to fill.

MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

A SILENT ESCORT

Historical place Names forming Background
for landing of tanks at Forrest Leach for:

1964 ANNUAL CAMP

A SILENT ESCORT.

Fifteen miles from Ingham is the pleasant seaside resort of Forrest Beach. The beach perpetuates the name of G.B. Forrest, early manager of the Colonial Sugar Refining Company, Victoria Plantation and Mill. Here, from a collection of huts has grown the modern Township of Allingham. The ever-growing number of permanent and week-end cottages testify to its popularity. A unique method of naming the streets has been adopted, all streets being named after trees. Scattered throughout are Wattle, Acacia, Palm, Pine, Leichardt, Willow and Fern Streets.

Two major events are scheduled for Forrest Beach this year. On January 26th, the State Surf Lifesaving Championships were held. The event was staged as part of the District Centenary Celebrations. In May, the Army will carry out, for the first time in the North since the War, Tank Landing Exercises.

SURVEY FOR TANK LANDING

In May, 1942, the Battle of the Coral Sea raged off our northern shores. Land based planes from Garbutt and other northern bases took part in the attack. As the Battle opened a tense signal was received at Headquarters, 11th Infantry Brigade - "Enemy landing expected within 48 hours between Cairns and Townsville."

One of the beaches on which it was rumoured that the enemy planned a beach-head was Forrest Beach. The continuing battle was followed with anxiety by all Australians, and none failed to appreciate its crucial importance for this country. The news of the success of the battle was received with heartfelt relief.

Twenty-two years later, Forrest Beach has been selected as the site for another landing. In May, a troop of Centurian tanks will be landed to take part in the 2nd Royal Queensland Regiment Battle Group's Annual Camp. The tanks will be conveyed by Landing Craft Tank from Southern bases to Forrest Beach and after, landing moved by Army transporter into the battle training areas at Flagstone. In September, 1963, the L.S.T. Brundenell-White, on its return journey from Cape York to Brisbane with a cargo of army stores, called into Forrest Beach to carry out a reconnaissance for possible Tank landing. After a recce of the various beaches, the Forrest Beach area was selected as the most likely site for the amphibious landing. During its stay, the crew of the Brundenell-White carried out soundings and surveys of the beach approaches. The Landing Craft itself, anchored within half a mile of Forrest Beach and attracted considerable interest amongst the beach residents.

Mount ARTHUR SCOTT	In the Rockingham Bay Range. Named in 1864 by Dalrymple after Arthur Jervoise Scott.
BURDEKIN RIVER	Named by Leichardt in 1845 after Mrs. Burdekin of Sydney.
CARDWELL	Named by Governor Bowen in 1864 after the Rt. Hon. Edward Cardwell, M.P., later Viscount Cardwell.
DALRYMPLE'S Gap	Named in 1864 after G.E. Dalrymple who discovered it.
CAMEL CREEK	Takes its name from one of McKinley's camels found there.
ELPHINSTONE Creek	Named in 1863 by G.E. Dalrymple after his father, Sir. Robert Dalrymple Horn Elphinstone (Bart.)
Mount GEORGE	In Parish of Lannercost, named by Dalrymple in 1864.
GOWRIE Creek	Named by Dalrymple in 1863 from Old Country Associations.
Mount FARQUHARSON	Named by Dalrymple after member of his party.
Mount GRAEME Mount GRAHAM	Now generally known as GRAHAM. Named Mt. GRAEME by Dalrymple in 1832 after his mother.
HERBERT River	Named by G.E. Dalrymple after Robert Wyndham Herbert, Colonial Secretary and first Premier of Queensland.
Port HINCHINBROOK	Named by G.H. Richards in 1863.
JOCK'S LODGE	Named by Dalrymple in 1863 either after Jock's Lodge a hamlet outside Edinburgh, or Jock, a bullock driver with him.
Lake LUCY	Named by Scott Brothers and Dalrymple after Mrs. Lucy Scott, mother of Arthur Jervoise Scott.
Mount LEACH	Named by P.P. King, 1819.
Mount LANG	Near the Valley of Lagoons. Named by Leichardt in 1845 after Dr. John Dunmore Lang, a distinguished Sydney Clergyman.
BIG ANTILL Creek	Flows into the Burdekin, so named by Leichardt because of the large mounds of "white ants" that were features of the landscape.
River MARLOW	Named by Dalrymple in 1864 after Lieut. Marlow of the Native Mounted Police. Now Meunga River.
PELICAN Lakes	Descriptive, named by Dalrymple in 1863.
ROCKINGHAM Bay	Named in 1770 by Cook after Charles Watson Wentworth. Second Marquis of Rockingham 1730-1782. Rockingham Bay Range takes its name from Rockingham Bay.
SEAVIEW Range	Named by Dalrymple in 1863 because he saw the Pacific Ocean from its summit.
VALE OF HERBERT	Named by Dalrymple in 1864, later Herbertvale.
VALLEY OF LAGOONS	Descriptive, named by Leichardt in 1845.
Mount WESTMINSTER ABBEY	Descriptive, named by Dalrymple in 1864

ISLAND

AGNES Island	Named by Commander George S. Nares, R.N., 1866.
BARRA CASTLE Hill	On Hinchinbrook Island. Named by Comd. Nares 1866.
Mount BOWEN	Named after the first Governor of Queensland, Sir George Ferguson Bowen, by G.H. Richards, 1863.
Mount BURNETT	Named 1863 by G.H. Richards of the Hecate after Commodore Burnett of the Pioneer.
Mount DIAMANTINA	Named by Nares, 1866, after Lady Diamantina Bowen, wife of the Governor of Queensland.
EVA Island	Named by Nares of the H.M.S. Salamander.
GEORGE Point	Named by Nares, 1866, presumably after the four Georges - Bowen, Burnett, Richards and Nares.
GODDARD Range	Named by Nares, 1866, presumably after a prominent resident in Sydney.
GAYUNDAH Creek	Aboriginal meaning Lightning, named after H.M.Q.S. Gayundah. It is recorded that the Gayundah was the first ship of the colonial navies to use wireless telegraphy.
HAYCOCK Island	In Hinchinbrook Channel, named in 1863 by G.H. Richards.
HECATE Point	Named 1863 by Capt. G.H. Richards after H.M.S. Hecate.
HILLOCK POINT	Descriptive - named by Captain Cook, 1770.
Mount HINCHINBROOK	Named by Captain P.P. King in 1819 following Cook's nomenclature. Hinchinbrook was the Earl of Sandwich's estate.
HINCHINBROOK Island	Named by Blackwood in 1843.
HINCHINBROOK Channel	Previously Rockingham Channel, named by Blackwood of the H.M.S. Fly in 1843.
LEAFE Peak	Named after Roger Beckwith Leafe, first Police Magistrate in Cardwell.
MANGROVE Islet	Descriptive, named by G.H. Richards in 1863.
MISSIONARY BAY	Rev. Fuller attempted to establish a Mission there in 1874.
NINA Peak	Named by Nares in 1866.
Mount PITT	Named by G.H. Richards, 1863, after Edward Pitt, Private Secretary to Governor Bowen.
PALUMA Creek	Aboriginal meaning, Thunder, named after H.M.Q.S. Paluma.
RAMSEY BAY	Named after a resident of Sydney by Nares, 1866.
Cape RICHARDS	Named 1866 by Nares after G.H. Richards, hydrographer of the Navy.
Mount STRALOCK	Named by Nares in 1866.
ZOE Bay	Also named by Nares in 1866. Many of names given by Nares were in honour of ladies, presumably as the Governor's lady was honoured, so were the ladies of the Salamander.

Inside the throbbing skin of the Mosquito live a host of curious mechanisms, all with their own uses. To run the engine there requires the eye of an eagle united with the suppleness of a contortionist. The man best off for air and coolness is the man in the conning tower, who labours, however, under the disadvantage of being an excellent mark for the enemy's quickfirers. In addition, the Mosquito would have to wait until nightfall, dodge the search-light, steam full speed ahead, drop a torpedo at the extreme range, 600 yards, follow it up with another at close quarters, then, if she had not already been blown into the air, stand by until the torpedoes took effect, which they do quicker than any drug in the British pharmacopoeia. If she used her star torpedo, she would require to run alongside and probably go up with the victim. Afloat, as well as ashore, a Mosquito's life is not a happy one anywhere in the vicinity of a wide-awake foe.

"The Midge is merely a picket boat. She can carry three Nordenfelts but she could only use them, for example, in covering a boat attack on a land position. If she went anywhere near an enemy in the daytime, the ship's marksmen would amuse themselves picking off the crew. She would have a far unhappier time than the Mosquito, inasmuch as the latter does carry an effective sting.

"The Otter is fitted out as a Naval Auxiliary. She can be armed, but would only be used as a transport.

Three cheers for the boys in Blue."

Scattered along the coast off Forrest Beach, there are a number of small and picturesque islands. Shimmering in a summer haze on a sunlit sea, these islands appear like a flotilla of phantom ships patrolling our shores. It is not difficult to understand why our early cartographers saw in some of the islands the resemblance to ships. The names of these islands now perpetuate the name of many a gallant ship which saw service in years gone by along our far-flung shores.

This year, when the Landing Craft Tank arrives at Forrest Beach to land its cargo of Centurion Tanks and stores, it will have a friendly escort from our Phantom Navy whose Order of Battle includes:

H.M.S. FANTOME (Fantome Island)

H.M.S. Fantome was a 12 gun, 4th class sloop. She was engaged in hydrographic survey of Australian waters up to the First World War. She took part in the War and, afterwards continued her survey work, including a survey of the western approaches to Torres Strait, until 1924.

H.M.S. PELORUS (Pelorus - or North Palm - Island)

Pelorus Island is named after an early warship. H.M.S. Pelorus was a 21 gun screw ship and saw service in New Zealand and Australian Waters (F. Rhodes; Queensland Coast Names)

H.M.S. ELECTRA (Electra Head, Palm Island)

Electra Head perpetuates the name of a 14 gun, 3rd class sloop of the early 1850's (F. Rhodes: Queensland Coast Names)

H.M.S. ACHERON (Acheron Island)

H.M.S. Acheron was a 5 gun paddle sloop designed by Symonds and launched at Sheerness in 1838. She was the first surveying vessel in Australian waters to be fitted with auxiliary power. Her steam engines which could develop 170 horse-power, were a valuable aid in surveying the west coast of South Island of New Zealand. Acheron under the command of Capt. John Lort Stokes, was engaged in the survey of New Zealand waters from 1847 to 1850. In 1851 Stokes conducted a running survey of the New South Wales coastline, including an important survey of the Port of Newcastle.

H.M.S. CALLIOPE (Calliope Channel of Palm Island)

Calliope Channel was named after the 26 gun sailing frigate Calliope. She was associated with the defence measures at Sydney taken in 1850 against the Russians who never came (F. Rhodes; Queensland Coast Names). It was on this ship that Sir Charles Fitzroy, Governor of New South Wales, travelled when he visited the Gladstone Colony in 1854.

H.M.S. IRIS (Iris Point, Orpheus Island)

Iris Point perpetuates the name of H.M.S. Iris, a 26 gun sailing frigate.

H.M.S. CORDELIA (Cordelia Rocks, off Rollingstone)

In 1859-60 H.M.S. Cordelia, 11 guns, under Capt. Veron was despatched by the New South Wales Government to search for survivors of the wreck of the Sapphire in Torres Strait. During this trip she visited Port Denison (Royal Queensland Historical Society, Bulletin No. 9)

H.M.S. FLY (Fly Island)

H.M.S. Fly was an 18 gun corvette of 485 tons burden, launched at Pembroke in 1831. Under the command of Capt. Blackwood, the Fly was one of the ships engaged in the survey of the Barrier Reef, Torres Strait and New Guinea from 1842 to 1845.

S.S. ECLIPSE (Eclipse Island)

Probably named after the brig Eclipse which was wrecked on the Richmond River, in 1854. However, there was a schooner of the same name seized by convicts at Newcastle in 1825 and never seen again.

H.M.S. BRAMBLE (Bramble Reef - Bramble Rock, off Palm Island)

H.M.S. Bramble was a 10 gun cutter launched at Plymouth in 1822, length 71 ft. beam 24 ft. draught 10 ft., burden 161 tons. Under Lieut. Charles Yule she accompanied the Fly in her surveys of 1842-5. Then, after the Fly returned to England in 1845, she continued in the survey of New Guinea until 1850. The Bramble was associated with the unsuccessful measures taken to ensure the safety of the Kennedy Expedition in 1848. In 1855, the Bramble was sold out of service in Sydney and her name given to the 120 ton schooner launched in Sydney in that year. Yule's Bramble acted as a light vessel off Sows and Pigs until replaced by a specially built vessel, also called the Bramble in 1877.

H.M.S. RATTLESNAKE (Rattlesnake Island)

H.M.S. Rattlesnake under Capt. Owen Stanley was engaged in surveys of Australia and New Guinea waters from 1847 to 1850. Stanley's surveys in the Rattlesnake included Twofold Bay, Botany Bay, the entrances to Port Jackson and Moreton Bay and the north-east coastline of Australia from Rockingham Bay to Jarvis Island. In Papua, with the assistance of the Bramble, he completed a running survey from Cape Possession along the southern coast to the Louisiades. The Rattlesnake was one of the old class of ships called "donkey-frigates" - small 28 gun vessels - built frigate fashion and in size between the frigate proper and the corvette or sloop. She was built in 1822 at Chatham. Her sailing qualities were excellent but, in 1847 she was old and faulty. Her length was 114 ft. beam 32 ft. and draught 11 ft. 10 ins. At this period, she carried only two guns.

H.M.S. HAVANNAH (Havannah Island)

Havannah Island got its name from H.M.S. Havannah which Capt. Francis Hixon brought out from England in 1848. (F. Rhodes, Queensland Coast Names).

H.M.S. DIDO (Dido Island)

H.M.S. Dido, 8 guns, Capt. W.C. Chapman, arrived at Sydney in 1872 as part of the Australian squadron engaged in the suppression of kidnapping in the South Seas (Brisbane Courier, 27th November, 1873).

H.M.S. CHALLENGER (Challenger Bay, Palm Island)

H.M.S. Challenger was a 2,306 ton wooden corvette. Under Capt. Nares she made a world cruise in the interests of science between the years 1872 and 1876. During the course of this voyage, she entered into the waters of the Barrier Reef at Raine Island (1874) and then proceeded northward.

H.M.S. HERALD (Herald Island)

H.M.S. Herald was originally H.M.S. Termagant, a 26 gun frigate of 500 tons burden built in 1823 at Cochin. She was first associated with Australia as H.M.S. Herald under the command of Capt. Joseph Nias who commissioned her in 1838. In this connection, she was noted chiefly for conveying William Hobson to New Zealand to proclaim British rule there. In June, 1840, the Herald was sent to the Chain Station. From 1845 to 1851, the Herald was under the command of Capt. H. Kellett who made important hydrographical investigations in the Pacific. In February, 1852, Capt. Henry Mangles Denham was appointed to the command of H.M.S. Herald then designed as an 8 gun surveying sloop. During the nine years he was in Australian waters, Denham performed extremely valuable work, completing surveys covering 200 sheets of charts, plans and drawings.

H.M.S. HERALD (CONT.)

These surveys carried out in the Herald include Port Dalrymple, Lord Howe Island and Norfolk Island, as well as parts of the Fijian Islands. During the years 1859, 1860 and 1861, Denham delineated the outer limits of the Barrier Reef and the reef anchorages in the Australian Coral Sea.

H.M.S. ELK (Elk Cliff, Palm Island)

Elk Cliff on Palm Island perpetuates the name of H.M.S. Elk, a 12 gun sailing brig.

H.M.Q.S. PALUMA (Paluma Rock and Paluma Shoals)

Paluma Rock and Paluma Shoals were named after H.M.Q.S. Paluma. The gunboat Paluma was built in England for the Queensland Government and launched in 1884. In 1885 however, she was lent to the Hydrographical Office and, from then until 1895, she was employed within the Great Barrier Reef. From 1895 to 1916, she was used for naval training purposes. She was then acquired by the Melbourne Harbour Trust and, from then until her destruction in 1949, she was used for pile driving, towing, blasting and as a pilot boat. The Paluma was a 2 gun, twin screw gunboat of 360 tons and 400 h.p.

H.M.S. ESK (Esk Island)

H.M.S. Esk was one of a fleet of ships, under the command of Liet. Meade, which was charged with the protection of lives and property of British subjects in the South Seas in the 1860's.

H.M.S. PANDORA (Pandora Reef, off Palm Island)

The 24 gun frigate Pandora, under Capt. Edwards, was sent to bring back to England the mutineers who seized the Bounty. It was wrecked in 1791 on the reef which now bears its name when attempting to pass through the Barrier Reef. This reef however, is not the Pandora Reef which lies off Palm Island. It seems likely that the Pandora Reef off Palm Island was named after H.M.S. Pandora, a sailing brig of about 400 tons burden. This ship, under the command of Capt. Bryon Drury, was sent to assist and succeed the Acheron in the survey of New Zealand waters. She carried on from 1850 to 1856.

S.S. BRISK (Brisk Island)

Records disclose that the Brisk was a whaler which reached the Auckland Islands in 1850 to carry out whaling activities there.

H.M.S. CURACAO (Curacao Island)

H.M.S. Curacao like the Esk, was one of the ships under Lieut. Meade charged with the protection of the lives and property of British subjects in the South Seas in the 1860's.

H.M.S. HAZARD (Hazard Bay, Orpheus Island)

H.M.S. Hazard was a warship which was in Chinese waters in 1839 at Norfolk Island in 1843 and New Zealand in 1845.

H.M.S. FAWN (Fawn Head, Palm Island)

Records disclose that, in 1862, H.M.S. Fawn made a cruise on the Western Pacific, starting from and returning to Sydney.

S.S. FALCON (Falcon Island)

The Falcon was an American Whaler which was wrecked in Fiji in 1836.

H.M.S. PIONEER (Pioneer Bay, Orpheus Island)

There were at least three ships bearing the name Pioneer which have a connection with Australia. The first was a 148 ton brig which was wrecked on Cockburn Reef, Torres Strait, on 22nd May, 1851. The second, H.M.S. Pioneer plied up and down the Queensland Coast in the 1860's. The Pioneer River was named after this ship by Commodore Burnett who visited the Queensland coast

H.M.S. PIONEER (CONT.)

in the H.M.S. Pioneer in 1862. This ship was wrecked near Sweer's Island in January, 1870. The third was H.M.A.S. Pioneer, a small cruiser which took part in naval operations during the first World War. F. Rhodes says that Pioneer Bay was named after the Warship on which Sir George Bowen, Queensland's first Governor made a voyage of investigation as far as Booby Island. This was presumably, the second of the ships mentioned above.

H.M.S. MIRANDA (Miranda Point, Palm Island)

The H.M.S. Miranda saw service in the Pacific in 1884.

S.S. BURDEKIN (Burdekin Rock, south of Palm Island)

Burdekin Rock got its name from the steam ship which plugged it. (F. Rhodes, Queensland Coast Names). This ship, which was possibly named after the Burdekin River, was named on 22nd March 1845 by the explorer Ludwig Leichardt after Mrs. Mary Burdekin of Sydney, who had given financial assistance to his expedition.

S.S. LADY ELLIOTT (Lady Elliott Reef, off Forrest Beach)

Lady Elliott Reef was named after the whaler, Lady Elliott which was wrecked in 1815. It was named by Capt. P.P. King on 28th May, 1819.

H.M.S. BRITOMART (Britomart Reef, north of Palm Island)

H.M.S. Britomart, 10 gun brig, Capt. Owen Stanley, was one of the ships sent to re-annex Port Essington in 1838, when it was feared that the French intended to take possession of it. For two years, the Britomart attended the garrison at Port Essington. In 1840, she was sent to annex parts of the coast of New Zealand to prevent the French establishing a settlement. In 1840, Stanley assisted in the founding of Auckland and surveyed Waitemata Harbour. The Britomart returned to Australia, then went to Burma and was eventually sold out of service.

ARMY UNIT HAS PLANNED ITS CENTENARY
CELEBRATION.

The Programme planned for the Ingham Army unit this year provides for it to continue to play its part in the preparation of the coming District Centenary Celebrations.

The Unit's contribution will be the continuing of retracing the track routes which served the area in early days of settlement.

Already, over recent years, the unit has progressively opened up many of the old tracks with the observance in 1964 in view. This year will mark the retracing of the original route of George Elphinstone Dalrymple in the opening of access in 1864 between Cardwell and the Valley of Lagoons Station.

Later this year, as part of the Unit's contribution to the actual Centenary Celebrations - a re-enactment of portion of the first journey through the district will take place. The Unit plans to retrace the route followed by Dalrymple from Oak Hills across the Herbert River into the present Abergowrie area on his return to Cardwell from the Valley of Lagoons. On its return the party opened a road as it went. The group was augmented by bullock drays on the return trip and cattle were driven ahead to provide food for the Cardwell Settlers.

A proposal has been made that, during the 1964 re-enactment, a memorial plaque, commemorating the first entry to the district, will be unveiled at Abergowrie. This spot has been chosen so that the plaque will be readily seen by a large number of people and thus serve as a permanent reminder of the efforts which paved the way for the opening of the district for settlement.

MOUNTAIN RAMPARTS

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THE GARRAWALT

A Resting Place in the Forest.

THE GARRAWALT

Garrawalt Creek flows through in the Mount Fox general area. It heads in the Seaview Range to the south-east of Boulder Mountain, within close proximity to the headwaters of the mighty Burdekin. It flows to the North and, after meandering through open savannah, oak forests and jungle scrubs, joins the Herbert River not far upstream from Abergowrie.

The Garrawalt Falls National Park has been recently declared to cover a scenic area where the Garrawalt Creek flows over the range escarpment. Although not as spectacular and awe-inspiring as the nearby Wallaman Falls, the Garrawalt Falls have a vertical drop of 400 feet followed by a series of cascades into the Gorge.

MINING ACTIVITY

The Garrawalt Creek area was the scene of much tin-mining activity in the past. Many of the creeks and gullies have been found to contain traces of alluvial tin. Records disclose that Dingo Creek, a tributary of the Garrawalt was worked extensively for tin in the 1890's and at one period upwards of 200 men were said to have worked the Garrawalt fields. Good tin was reported to have been obtained also from Barry's Gully. The area is generally alluvial. A small but workable tin-lode was discovered by Mr. Olsson in 1938. Old races and tailing heaps are practically all that remain to indicate past mining activity. Very little mining is carried out in the area at present, although recently, several dredging leases have been granted.

Some time ago, the Malayan Tin Dredging Company carried out extensive tests on the Black Adder Flats, but failed to find sufficient prospects to carry out dredging operations.

SEAVIEW STATION.

The remnants of the old Seaview Station are located on the banks of Garrawalt Creek. Seaview Station was founded towards the latter part of the past century. It was managed by a Mr. Dick Lee, who pioneered the area until tick plagues and drought forced him to abandon the station in 1903, leaving behind two lonely graves, that of his two children, as a mute testimony of the hardships and privations of that era. Mt. Lee, a mountain feature overlooking the Wallaman, Garrawalt and Stone River areas, commemorates the name of this hardy pioneer.

TREE CLIMBING KANGAROOS

This area abounded in wild game, and it is understood to have been the haunt of aborigines in the past. During the 1882/3 period, a Norwegian

antropologist named Carl Lumholtz carried out a detailed study of aboriginal tribes in this area. He based his operations on the nearby Herbert Vale Station and from there, it is recorded, he carried out many expeditions into the nearby scrubs and forests. It is almost certain that he would have crossed the Garrawalt Creek area in carrying out his research.

In the adjoining scrub areas that Carl Lumholtz located the tree-climbing kangaroo. Prior to this, it had only been seen in New Guinea. The species commemorates his discovery in its name "Dendrolagus Lumholtzii."

STONE AGE NATIVES.

The natives who inhabited this area belonged to the Warunga tribe. They were a people savage and treacherous by all other standards - a people with so little regard for human life that no thought was attached to the killing of a man.

They were perfect specimens of Stone Age Men - a people whose huts were made of leaves, the frameworks of which was a few branches stuck in the ground and covered with palm fronds or long grass. They roamed completely naked in both summer and winter, and their only adornments were the corroboree markings. They were not a peaceful race and there are suggestions that the relationships with early settlers were hostile. A few scattered drawings on some secluded rock faces are practically all that remain to show the habits, manners and interests of this now forgotten race.

OLD WAGON ROAD.

Not far from the Garrawalt, the old Valley of Lagoons-Cardwell bullock wagon road passed. It was over this track that the early settlers first entered the Herbert River Valley. Scoured out cuttings up the range, a disused log bridge at Flagstone, and a trail of wagon ruts through the oak forest still mark the path of the wagon trail.

TIMBER ACTIVITIES

The area surrounding the Garrawalt still abounds with timber stands. A new Forestry Road which will eventually tap this area has been pushed over the Range escarpment through Lannercost. It has been literally carved out of the mountain-side. The road has reached Henrietta Creek and, already the "big Scrub" has commenced its timber wealth. Soon this area will yield up to ten million super feet of timber per annum, as timber getters from the Mount Spec and Mount Fox area begin to work the scrubs. With the decline of timber resources in the Mount Spec and Mount Fox areas, the Big Scrub will be the main source of timber for Townsville and Ingham.

It is understood that, by mid-1964, the new Lanmerost Forestry Road will connect with the existing network of Mount Fox Roads. This will complete a new circuit through the Mount Fox area and provide the hinterland with an alternate access route. As the road is pushed through the rain forests, new scenic attractions are being opened up. The road passes in close proximity to the Henrietta Creek Falls. Soon it should be possible to provide access to Tinkle Creek and Messmate Creek Falls. As the roads wind along the escarpment, mountain lookouts, each with a panorama more magnificent than the last, become evident.

For the present however, the Garrawalt remains as remote as ever, still sleeping in tranquillity, quieter if anything than in days of yore. The natives have gone to their happy hunting lands of "Dream Time", the miners have packed their sluice boxes and barrows and moved to richer fields and the scrub and forest have reclaimed the faint traces of civilization. The land still remains much the same as when Henry Stone first saw it in 1863, just a hundred years ago.

THE STINGING TREES

The North Queensland Jungles, so much like the jungles of New Guinea, are dense, mysterious and awe-inspiring, and home of valuable cabinet timbers, exotic creepers, palms, ferns and shy wild creatures, but it has its painful traps for the unwary, not the least of which is the Stinging Tree.

Of the many strange plants that grow in the tropical scrubs, the stinging tree would perhaps be the most widely known. There are three or four scrub or trees able to inflict stings of varying painfulness, but the one now dealt with, the Gympie Bush is undoubtedly the most severe.

It has no common name to distinguish it from the others. To bushmen, it is merely a stinging tree, natives call it Gympic Gympie, though to the botanist it is *Laporita Gigas*.

Although in North Queensland it grows to a height of ten to fifteen feet, some specimens in southern rain forests are known to have reached a height of twenty five feet. It is readily identified by its huge dinner-plate leaves up to fifteen inches across. These leaves, deeply veined and with serrated edges, have a dull appearance. The leaves and young stems are hairy with transparent, stinging spines and contact with them is as painful as a scald with boiling water. The invisible sting barb which is embedded in the skin of the victim is a tiny funnel filled with venom, so that for many days after

the first agony has abated, if the injured part is dipped into water, more poison will be forced through the small ends of the funnels into the flesh causing the pain to be restarted for weeks after the first contact.

The flowers are insignificant, but later give way to large bunches of red, irregularly-shaped berries about the size of peas. Curiously enough, when ripe these berries are edible, but gathering them for eating is certainly not recommended.

The stinging tree has no effect whatever on insects and reptiles and apparently none on pigs and little on cattle. Cattle will, in fact, eat the leaves. Cattle however are not completely immune and are troubled by the leaves irritating the hoofs between the toes.

The effect it has on horses can be fatal, as a horse badly stung is very likely to become crazed with pain and destroy itself. All that can be done to save the horse is to tie it up with a strong halter and keep it on its feet.

The effect the stinging tree has on humans is a subject of much debate and many smug assurances.:

In almost every gathering where the stinging tree is discussed there will be some fellows anxious to tell that they are immune from the thing. Constant stinging gives a certain amount of immunity.

A person may be stung many times and suffer no more than a few hours of discomfort, but the time will come when a leaf will lightly brush the arm with a feeling like mild electric shock and a truly agonising pain will start. Soon afterwards the glands under the arm and in the neck will swell to the size of pigeon's eggs, the area stung will develop hard white lumps, and there will be a tightness in the chest and the throat, with difficulty in swallowing. One can be sure that there will be no sleep that night & maybe the next night too.

Even four or six months later a stinging, itching sensation may be felt whenever cold water comes in contact with the area stung.

There have been some recorded deaths in North Queensland from Gympie stings, in fact, its record in the scrubs is worse than the universally feared black snake.

One of the most pathetic cases on record was that of a young nurse on the Atherton Tablelands. While answering the call of nature in the jungle, she unfortunately used a leaf of the Gympic Bush. After two days of agonising pain, death brought relief.

Antidotes for the sting are many, ranging from the root of the stinging tree itself, guaranteed to cause the most cynical to marvel at the wonders of nature - to methylated spirits.

Some hardy has recommended that the metho be set-a-fire after it has been applied. Perhaps it is thought that the pain of the one may cancel the other.

An amusing anecdote comes from the Evelyn Tableland. A traveller called at the home of an English country-family newly arrived in Australia. He had scarcely reached the front verandah when the eldest son, a lad of about sixteen years, rushed in from the scrub nearby, proclaiming his agony to the heavens. He had come into contact with the stinging-tree and his legs had taken the brunt of the shock. His mother promptly applied metho. and , before the startled eyes of the traveller, put a match to the saturated hairs of a pair of extremely hairy legs. The lad erupted in flame, profanity and speed in a moment and the traveller last saw him taking fallen logs in his stride as he made for safer places, luridly expressing his views on "fool home cures." Other remedies have been tried, including lacquer to set dry and lit out the hairs, but are not effective. Chemists have been baffled and their remedies found more or less useless.

The most popular remedy, at least the one which is the least harmless is the juice of the conjivoi lily which strangely enough usually grows around the foot of the Gympic Bush. Although this is the simplest cure, a word of warning should be added. The large amounts of juice contained in the leaf stems are harmless to the average skin, but the sap of the root is a powerful irritant, and will cause painful inflammation and raise blisters on all but the toughest.

One does not need actually to touch the stinging tree to experience the powerful properties of this shocking plant.

When clearing undergrowth where the plant is abundant, much of the very fine hair (actual agent of the sting) which covers the leaves and stems is shaken loose and becomes airborne like dust. These fine hairs will enter the eyes bringing on a dull ache and causing them to run, and will be drawn into the nose causing sneezing, which will sometimes be so severe as to result in bleeding, and will stick to the skin to cause itching and general discomfort.

There are no good points about the stinging tree.

As the stinging tree grows only where it can obtain bright light, beside tracks or near fallen trees, bushmen know where to expect it and will almost

unconsciously avoid it, so that, if they are stung, they are so philosophic as to realise that it was only because of their own carelessness, they merely apply their pet antidote and forget about it as soon as the pain will allow them.

That is, of course, poor comfort to the soldier suffering agonies from his first contact with this dreadful plant of the tropical rain forests.

MOUNTAIN RAMPARTS

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KIRRIMA

Land of Scenic Wonders

For scenic grandeur and beauty there is probably no place in Australia to surpass the lovely Kirrima country, for it is here that the mountain ramparts have been torn as under to provide the spectacular Herbert River Gorge. The Herbert one of the great rivers of Queensland, heads in the Tableland, and prior to reaching the coastal range takes the waters of the Wild River near Herberton together with the Millstream and other large creeks along its watershed. On its course down the range and situated about twelve miles from Cashmere are the Herbert River Falls. The river then plunges into a tremendous gorge with sheer sides rising a thousand feet above the river. A few miles down Blencoe Creek it joins it after tumbling 600 feet from the rim of the gorge.

Here lies a tremendous source of untapped hydro-electric power. Considerable interest has been recently created in this area and survey teams of the Department of the Co-Ordinator General of Public Works have been traversing the upper reaches of the river taking levels and cross-sectioning likely dam-sites. These investigations have confirmed the hydro-electric potentiality of the Herbert, and a promising dam site has been found.

LAND OF WATERFALLS AND SCENIC
BEAUTY

There are a few places in Australia where nature has been more generous with her waterfalls than in this region. Here, where countless streams tumble into the Herbert River Gorge to join the river below, gleam many a silvery waterfall. The Herbert River and its tributaries have been richly endowed with waterfalls, from the longest to the widest in the country. Many are still un-named. Many of the falls of course, are relatively small and become insignificant when the season is dry, but numerous falls are of considerable magnitude and many retain a strong flow throughout the year. After tropical rains, particularly during the wet season, many of the sleeping streams along the side of the gorge leap into life, and become roaring cataracts. Amongst the best known of these waterfalls are:

BLENCOE CREEK FALLS: The Blencoe Creek rises high on the Cardwell Range, and flows mainly through open forest with tall grasses between the trees. In the wet season, an astonishing variety of plants and shrubs deck the hillsides with a profusion of flowers. Wild hibiscus lifts its red and white blooms amongst the rocks, long golden spikes of pea flowers rise amongst the grass and a multitude of small plants flaunt pink, blue and white blossoms over the ground. There are many lovely rapids and short falls along the creek.

Deep rock pools, with sandy beaches, invite the passer-by for a swim on a warm day. Orchids abound in the trees along the banks and rocky cliff faces. Climaxing its meandering through the forrest, Blencoe Creek takes a spectacular leap over the rugged mountain side to join the Herbert River. Until recently, few people other than timber getters and stockmen had seen the Blencoe Falls or the tremendous gorge of the Herbert River, for they lie in rough and trackless country. In the process of making surveys on behalf of the Department of the Co-Ordinator General of Public Works, survey teams have driven a road, accessable to vehicles with four wheel drives, into very rough country. The road reaches to within half a mile of the falls, with tracks made right to the very edge of the gorge.

CASHMERE FALLS: Situated in the Herbert River, about eighty miles from the mouth, the Cashmere Falls have a drop of 400 feet, with the main falls extending straight for 235 feet. Another series of falls on the Herbert River, about ten miles south of Cashmere, has a drop of 300 feet sheer and then contiuous rapids for approximately fifteen miles. From the top of the falls, the drop is 700 feet in five miles and 1,000 feet in fifteen miles.

YAMANIE FALLS: Yamanie Creek contains several falls ranging from curtain-like waterfalls in the rain forest to a perpendicular drop of 300 feet over a rock wall into a rocky gorge.

STONEY CREEK FALLS: The tallst of Queensland's waterfalls is on Stoney Creek, a tributary of the Herbert River. The falls consist of a straight drop of 920 feet, followed by cascades covering 230 feet, a total of 1,150 feet, a noble contender for the highest sheer-drop falls in Australia. The falls are more commonly known as the Wallaman Falls, and are accessible by a road of seventy miles from Ingham.

SWORD CREEK FALLS: Located on a tributary of the Herbert River, these falls comprise a major leap of about 200 feet with a multitude of smaller falls and cascades.

GARRAWALT FALLS: Garrawalt Creek, also a tributary of the Herbert, provides a drop of 400 feet in three spectacular leaps into rock-bound pools.

HERKES CREEK FALLS: In forest country, also adds its share to this scenic wonderland.

MILLSTREAM FALLS: In regard to the Herbert River network of falls, mention should also be made of the Millstream Falls, situated on an upper tributary of the Herbert River. Although only sixty feet high, these falls are probably

the widest in Australia. They represent an unbroken straight wall of foaming water all the year round and are situated in very picturesque, open forest country.

Many of these falls have now been embraced in scenic reserves to protect their natural beauty. With the provision of well-made access roads, the Herbert River Gorge and surrounding waterfalls could provide a wealth of pleasure to those who seek the beauties of nature.

THE BRADFIELD PLAN

Queensland is a land of contrasts, with our wet, tropical, eastern coasts contrasting vividly with our arid, western regions. One has often wondered about the vast quantity of water that yearly is lost to prosperity, as the rivers race their precious burdens to the sea. Could not this water be kept for better use? From time to time, various schemes have been proposed, but the scheme submitted by Dr. J.J.C. Bradfield for diverting North Queensland rivers into the interior is the most famous. Bradfield, who had earlier won fame as a designer of the Sydney Harbour Bridge, appears to have made the first concrete proposal of his scheme in a report to the Queensland Government in 1938.

Bradfield suggested the construction of a dam on the Tully River and the diversion of the water through a short open cut to the headwaters of Blunder Creek, a tributary of the Herbert; the construction of a dam on the Herbert River and the diversion of the combined Tully and Herbert waters by means of a tunnel thirteen miles long to the Upper Burdekin River near Wairuna - the construction of a large dam on the Burdekin at Hell's Gates, with the object of backing up the combined waters up the Clarke River to a point where it could be taken off in a tunnel through the Great Dividing Range to discharge into the Western Rivers network.

By these devices, Bradfield hoped that it would be possible to irrigate 3,200 square miles of land in Western Queensland, with two acre-feet of water a year from the north eastern streams, including the Herbert, and to be able eventually to supply 500 square miles south of Alice Springs with precious life-giving water.

Many other similar schemes have been proposed and it is hoped that, one day, a scheme will be brought into fruition that will provide a supply of water to eliminate droughts in Queensland, eliminate the dust bowl and regenerate the "dead heart."

THE KIRRIMA FORESTRY ROAD

Access to the Kirrama Country is provided by a well graded forestry road which joins with the railhead at Kennedy. Breath-taking views of the coast and Hinchinbrook Island are to be had from Tucker's Lookout, as the road winds through thick rain forest. Overhead, in parts, the foliage meets across the road, forming a leafy bower. The crest of the Kirrama Range is reached at 2,506 feet above sea level.

Once over the Range, the road undulates through scrub and open forest flanked by magnificent trees. Lofty kauri pines and stately white gums, robust cadaghi with their shiny, green trunks and massive blood-woods smothered with white blossom in the wet season make a fairyland of limbs and foliage among which the sunbeams dance. Picnic places abound by the roadside where numerous creeks of sweet, crystal-clear water are crossed.

Visitors to the area are quietly reverent beside three memorial cairns along the roadside. These cairns provide tribute to the work of men whose efforts made the Forestry Road a reality. At Tucker's Lookout, the scene where the road provided most difficulties to the construction gangs, a memorial in the form of a cairn and tablet perpetuates the name of George William Tucker who surveyed the road. The Bruce Henry Memorial is, similarly a cairn and tablet on the road at a point where the road overlooks the Davidson and Murray River lands. Bruce Henry gave unselfish service as a Chairman of the Cardwell Shire Council. More than the memorial cairn, the Kirrama Range Road itself remains a permanent monument to Percy Pease, who as Minister for Lands, formulated the scheme that made the road possible. The memorial tablet to Pease was sunk into the face of the rock at the highest point of the road.

The shattered wreck of an aeroplane high in the Kirrama Range marks the site of a wartime tragedy. In November, 1943, Arthur Collins of Kirrama, investigating a report made by an aboriginal, found the wreckage of a single tail American bomber. It had disappeared twelve months previously. Part of the metal frame was noticed reflected on the mountain side, but was thought to have been a fuel tank jettisoned. American Service officials removed all bodies recovered. Another American plane crashed on Mount Stralock on Hinchinbrook Island. In 1960, a Cross was erected at the site.

LITTLE KNOWN COUNTRY

To the south-east of Kirrama Range, the Cardwell, MacAlister, Rockingham Bay and Mt. Leach Ranges bound an area of upland country. Cut by deep ravines and

sheltered by rock walls, this area remains little known.

Descriptions on maps of this area are tantalising in their lack of detail. It is in this area that the Gowrie Creek, Elphinstone Creek and Canoe Creeks have their headwaters. The country abounds in waterfalls. Practically all are un-named and most unseen. Many are vaguely shown on maps as falls of 1,000 feet and others simply as "falls." Vague reports filtering through at odd intervals tell of deposits of tin which must remain untouched in rough inaccessible country here. With the present high price of tin, however, this area is beginning to draw attention.

To the adventurous, this country offers a challenge. Its unclimbed ridges and untrod valleys remain mostly unexplored, waiting to reveal - what secrets? What hidden wealth lies awaiting the fortunate prospector?

A MODERN LINK

At the top of Mount Bishop in the Cardwell Range complex, in August last year, a survey team from the Royal Australian Army Survey Corps toiled to prepare a helicopter pad and trig station as part of the South West Pacific survey.

Mt. Bishop is the southern most of twelve radio bases to be established this year by American Scientists. The United States project involves beaming radio signals to and from aircraft and ships to establish exact distances and locations. The operation is part of a world wide survey aimed at correcting errors in existing maps, and checking magnetic variations.

PLACE NAMES AND THEIR MEANINGS

KIRRIMA Derived from Keramai, the name of the aborigines who lived there.

BLENCOE Named after an early pastoralist, R.A. Blencoe who settled there.

MOUNTAIN RAMPARTS

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THE HERBERT RIVER DISTRICT

Early History & Present Day Development

The first historical reference to this locality was a report of the exploration of the nearby coastline and Hinchinbrook Island by Captain James Cook in 1770. Cook landed at very few places on his journey, but apparently interested in Palm Island, he sent a small party ashore there. When the party returned to the ship, they reported that they had found nothing but cabbage tree Palms. Cook then named the islands - "Palm Islands."

On 8th June, 1770, Cook made the following entry in his diary:

"Made sail for the northern-most point of the main land in sight. This land, on account of its figure, I named Point Hillock. It is of considerable height and may be known by a round hillock or rock which joins to the point, but appears to be detached from it."

It would appear that the next journey of exploration of this locality was made by Captain Phillip Parker King (R.N.) of H.M.S. "Mermaid" in 1818, (forty-eight years later.) King named Mount Hinchinbrook in honour of the second family title of the Earl of Sandwich. Although Captain Cook thought Hinchinbrook was part of the mainland, King suspected a passage between it and the mainland. In 1843, this passage was explored by Captain Blackwood of H.M.S. "Firefly." After Captain Richards (R.N.) visited the area in 1863, Cape Richards on the northern end of the island was named.

Other places on the Island were named in the following manner:

MT. BOWEN: Was named in honour of the Governor, Sir George Bowen.

MOUNT DIAMINTINA: Was named in honour of the Governor's wife, Lady Roma Diamintina Bowen, who was a Venetian Countess.

Although exploration took place along the coast from 1770 to 1863, the first white men to have travelled through the district appear to have been the Scott Brothers and party in January, 1864. The Scott Brothers were the owners of the well known Valley of Lagoons Station. It is of interest to mention here that, at that time, there was not a building of any description on the site of the present city of Townsville. The purpose of the Scott's visit was to find a track from Cardwell to Valley of Lagoons, access to which was then overland from Bowen.

Tribute should be paid here to the great courage and pioneering spirit of the Scotts. These young men, one of whom was an Oxford graduate, settled on what is even now, 100 years later, a remote locality. They had to take their supplies overland from Bowen, with no roads and only bullocks and horses to carry them and their supplies. Perhaps, the best tribute that could be paid to them would be to quote the following extract from the despatch by Sir George Bowen, first

Governor of Queensland to the Colonial Office, logged on 27th November, 1865,
which reads:

"It will be seen that, as in all other instances of colonisation among savage races, occasional loss of life is inevitable among the first settlers in each new district of Queensland. But this very fact lends to the efforts of our pastoral adventurers a tinge of danger which is, of itself, fascinating to many minds. As I remarked once before, there is something almost sublime in the steady, silent flow of pastoral settlement over North Eastern Australia (1865.)"

Sir George had been reporting on the achievements of the Scott Brothers. The Scott party made a track from Cardwell, through Dalrymple Gap and across the Herbert to Valley of Lagoons. Dalrymple, Government Surveyor and leader of the party in his official report, gave the following description of part of the Herbert River area:

"The next river (which I have had the honour of naming was the Herbert, after the Colonial Secretary) rises on and traverses the eastern slopes of the Tableland and being precipitated over the edge of the basale in a heavy fall (which we have distinctly heard twelve miles off) into a deep gorge-like valley between the granite mountain of the great Rockingham spur and the igneous rocks of the main coast range and tableland, as these open out towards the coast - winds through the beautiful and rich country of the Vale of Herbert, to all appearances, running into Halifax Bay and the south end of Rockingham Channel."

Herbert, in whose honour the river was named, was Sir Robert Herbert, an English Barrister, educated at Eton and Oxford and the first Premier of Queensland, appointed by the Governor on the separation of this State from New South Wales in 1859.

Dalrymple further reported:

"Our route lay about fifteen miles along the base of Mt. Leach Range, the swamps hemming us in on the left and encumbering the whole of the country on the west side of the range. However, these gave place to extensive, rolling plains with grasses as high as my saddle, but by no means coarse and the richest red-chocolate loam I have seen in Queensland. These plains extended on both sides of the River Herbert, the banks of which showed thirty or forty feet of pure mould."

The first settlers arrived about 1868. Henry Stone is said to have been the first. Amongst the early settlers was Mrs. Hunter who arrived in 1870. The few residents of the district before Mrs. Hunter's family arrived, included only three white women. Other early settlers included a man named W.B. Ingham, a man educated at Cambridge who was attracted to the North by the early gold rushes. He arrived in the district in 1873 with his brother for the purpose of growing sugar-cane. Ingham was a man of outstanding personality and was apparently courageous and enterprising. He has been described as being "very much of a man" - reckless and fearless. He soon abandoned the idea of becoming a cane-grower and left the district in 1877 in a paddle steamer he had acquired. He went to Cairns, but stayed there only a short time, running a local boat-service with his paddle steamer,

after which he went with it to New Guinea. Soon afterwards, he was treacherously murdered by the natives. In the story of his murder, it was said that he met natives who appeared to be friendly. He began bargaining with them for some iron tanks and, while the native chiefs held him in conversation, other natives struck him down from behind. His body was roasted and eaten. The residents of the district (Ingham) were greatly shocked when they heard of his death, and it is reported that at a public meeting held in front of the Planters' Retreat Hotel, it was decided to name the town in his memory.

The early settlers suffered many hardships and faced un-ending hazards, the worst of which was probably the ever present menace of the blacks. An example of their savagery at the time was the murder of a man named Conn and his wife, who were the first settlers in the area just north of the Herbert. It is said that canoe-loads of hostile natives from Hinchinbrook Island frequently landed on the coast nearby and the local natives lived in constant fear of them. The islanders and the local natives were bitter enemies and savage battles took place on the beach close to Conn's little slab homestead. Conn became used to these encounters and assumed that they were only concerned about wiping out each other, but one night over 200 of the Islanders attacked his hut and, although he fought courageously with his wife at his side, the couple were overwhelmed and massacred.

The first hotel was known as the "Telegraph" which stood on the site of the present Day Dawn. The second was the "planters' Retreat" built by Mr. Wickham on Halifax Road. This building later became the residence of Mrs. Hunter.

Agriculture: Several crops, including tobacco, were grown and grazing and dairying were followed, even in the earliest days of the district, but, almost since the commencement of settlement, sugar has been the principal industry. Here is a brief history of the Sugar Industry in the Herbert District:

It was commenced by the MacKenzie Brothers, new arrivals from England in the early 1870's. They took up land at Gairloch for sugar-growing and had their first crushing in 1872. This mill was later removed to the opposite side of the river - a steel rope flying-fox carrying trucks from one side of the river to the other.

The Herbert River District has had six mills in all, viz Gairloch, Bemerside, Macknade, Hamleigh, Ripple Creek and Victoria. The opening of Gairloch Mill was performed in 1872 by the Governor of Queensland, the Marquis of Normandy. Sugar produced in the first crushing in 1872 at Gairloch was the first north of Townsville. In 1880, ownership passed to the Gairloch Sugar Company (formed with

Victorian capital). The new mill was erected and had its first crushing in 1882, but the Mill eventually failed.

Bemerside was the second mill to be put into operation, the owners being Messrs Haig and Miles. The first trial crushing took place in 1873.

The third was Macknade Mill, originally taken up by Messrs Frank and Arthur Neame and Messrs E.S. & O.F. Waller. It had its first crushing in 1874. In 1878, the Neames sent an exhibit of sugar to the Paris International

Exhibition and were awarded first prize. This Mill was purchased by the C.S.R. Company in 1897.

Hamleigh Mill was commenced about 1882, but was a failure and quickly closed.

Ripple Creek Mill was erected by Wood Brothers and R.M. Boyd in 1881 and, after a number of years, was acquired by the C.S.R. Company.

Last of the local mills to commence was Victoria, which had its first crushing in 1883. This was the first Mill in the North to which farmers supplied cane.

Chinese labourers were engaged for the harvest at 16/- a week and rations, or 24/- a week finding for themselves. In those days, the variety grown was Cherubin which had come into favour after the heavy rust losses in 1876. It was low in density, but it is said that the Company showed sympathetic consideration towards the growers.

It is worthy of mention that the farmers of the district were once given an opportunity to buy Victoria Mill. The Company was concerned at the Government's decision to deport the Kanakas and, in April, 1888, made it known that it had decided to close the Victoria Mill after the 1891 crushing, when the Kanakas would be deported and that the notice was given to the farmers to enable them to find other markets for their cane.

In response to an inquiry from the farmers, the Company made known it was willing to sell the mill as a going concern for £19,000 to be paid for in Government Bonds. The farmers approached the Government to continue Polynesian labour and keep the Company in the district, owing to the competition felt from cane growing countries employing cheap black labour. An arrangement was then made for farmers to supply cane to the mill and for the Company to be responsible for crushing only. This proved to be so successful that the Company decided to retain its Mill.

Transport: Up to 1881, a line of small ships was running between Townsville and Cairns, with Dungeness as port of call. The first steamers on the run were the "Dugong" and "Porpoise". These were replaced later by the larger "Palmer", "Lass O'Gowrie" "Kuranda" and "Mourilyan." In 1881, a paddle steamer was imported from

England and used to bring passengers upstream from Dungeness. Fortnightly, steamer services had been inaugurated between Brisbane and Cardwell in the 1870's. Prior to the construction of the Lucinda-Halifax-Ingham tramline by the C.S.R. Company, passengers came up the river as far as Gairloch in barges and big punts.

Local Government: When Local Government was introduced to the State in 1879, a Divisional Board was constituted for the Local Government of the area. At that time, the population was 326.

increase of about ten percent on last year's. This rate of increase has been maintained for several years. Tobacco growing here is entirely private enterprise in character. There has been no Government involved. Requirement is for a granite type soil with adequate water for irrigation. As the result of approaches by the Advisory Committee and individual landholders investigations are being made by Agricultural Departments and the Irrigation and Water Supply Commission Officers as to the suitability of other areas in the district for cultivation.

The Advisory Committee has urged the Government to finance the construction of a series of weirs on Ingham Line Creeks and on the Stone River - a tributary of the Herbert River which is the district's main stream.

Cattle: Four stud properties - Mungalla, the Orient, Burnside and Timrith - are engaged in the breeding of tropical varieties of cattle - i.e. those when an infusion of Brahman blood. The object of the development of tropical breeds of cattle is to ensure for the beef herds the Brahman's properties of tick, heat and drought-resistance.

Extensive pasture-improvements have been undertaken by the stud properties, with the pasture work particularly extensive in the first three. Pasture-improvements, also, have been undertaken generally on beef cattle properties to ensure a faster fattening and turn-off rate. There are approximately forty farmers and graziers who run an average of 20,000 cattle annually.

Yearly production for the local and Townsville beef market is approximately 2,000 head. With further extension to the improvement of pastures by artificial grasses, it is considered by the Department of Agriculture and Stock that the turnoff could be at least doubled.

Timber: Primary timber is drawn from the coastal range area, Mount Spec Timber Reserves and the Mount Fox-Oakhills Reserve. Mt. Spec Timber Reserve is nearing the end of the first cut, and has possibly only ten-twelve million feet remaining. Mt. Fox-Oakhills Reserve is estimated conservatively to contain 70 to 100 million super feet. These reserve supply not only the Ingham Mills, but mills at Barilgie (midway between Ingham and Townsville) and Townsville.

As well as the foregoing areas, there is a considerable amount of private land, primary timber (sufficient to keep one small mill in operation - and unlimited quantities of cord wood and large quantities of timber suitable for railway sleepers. Timber activities locally are:

1. Ply and Sawmill at Mount Fox.
2. One Crown-timber licence mill at Ingham.
3. One private-timber licence mill at Ingham.
4. One Veneer Factory at Ingham (using Mount Fox timbers and others

Timber (Cont)

- purchased from other mills, principally in the Kennedy area some 30 miles to the North,)
5. One small scale furniture and joinery factory.
 6. One small scale furniture factory using lawyer vines purchased in the far north.

Plantation Activity: The Forestry Department has indicated that it will commence surveys in the Abergowrie section of the Herbert River District to determine the suitability of the soil for large scale plantation growth of softwoods, principally Carribbean Pine. If this activity were undertaken, it would represent a major gain for the district, since it would provide permanent employment for up to twenty men and would ensure that, in the future, local mills could enter a new phase of milling. The material would be suitable for the manufacture of packing cases. Other similar industries which can be maintained effectively only when supplies of pine are available would be established.

Other Primary Industries: Other primary industries, generally, are on a very small and un-organised scale.

Some vegetables are grown for the local market both in Ingham and on one small farm at Mount Fox. Mount Fox area has great potential for the summer growth of vegetables, but distance and lack of water for irrigation are problems ever present and needing to be overcome.

Water melons are grown by cane farmers as a side-line crop, and are marketed nearby in Townsville and in the South. Quantities vary and the market is an uncertain one. Market uncertainties have brought pineapple growing on any large scale to a complete halt.

Mangoes are harvested for sale by a number of cane farmers but, again, there is no organised market. Sales generally are of a private nature. Tropical fruits such as pawpaws are grown extensively privately, but there is no large market which could be tapped.

Manufacturing: Ingham has the following manufacturing industries:

Brick and pottery works in operation for 45 years and employing an average of 4 men. Products are bricks, clay pipes and pots. Sales mainly are local and to Townsville.

Concrete brick factory. Generally small quantities of concrete bricks and tiles have been produced by the Herbert River Sawmilling Company in conjunction with its timber milling activities.

Sawn timber is produced by the Herbert River Sawmilling Company, Mount Fox Ply Company and Torielli's Sawmill.

Ply and Veneer are produced by the Mount Fox Ply Company.

Furniture and joinery are produced by Development Enterprises whose main business however, is the retailing of southern produced furniture and hardware retailing.

Farm implements, such as ploughs, discs, harrows, rakes, mowers etc. are manufactured by Gonano's Manufacturing Pty. Ltd., P. & D. Torresan, E. Firmi (Halifax), A.M. & E. Works and Hansen Motors and Engineering Works.

To a number of these firms, implement manufacture is now more or less subsidiary to other activities such as general Engineering repairs. Gonano's Manufacturing also produced building frames, steel buildings, concrete frames and tanks etc.

Paramount Produce manufactures mashes, poultry and stock food for local consumption.

Humcs Limited manufacture pre-stressed concrete tramway sleepers for sale to the C.S.R. Company's four Northern Mills - Victoria, and Macknade here, Hambleton (Cairns area) and Goondi (Innisfail area)

MINING: Small scale tin mining (involving some 10 to 12 claims) is undertaken in the Kangaroo Hills, Mount Spec and Carrawalt Sections of the Seaview Range region behind the Herbert River area. The area is regarded by the Mines Department as having considerable potential for large scale prospecting. The area has been worked for tin and some other minerals since the early 1880's.

TOURISM: With Hinchinbrook, Orpheus and other Islands, also Hinchinbrook Channel, and excellent beaches in close proximity, the district offers interesting tourist possibilities. Hotel, Motel and Caravan Park facilities are well established to promote development in the tourist industry.

MOUNTAIN RAMPARTS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

INGHAM DISTRICT NAMES

Their Derivation and Meaning

5

ABERGOWRIE: Two words - Aber (Gaelic), also obar, abar: the confluence of two streams. Gowrie: an ancient district in Perthshire between Stormount and the River Tay. Circa 1120 Gowrin, 1200 Cowerin, 1200 Gowrie. In 1298 Gowary, the place of goats. The Carse o' Gowrie is a fertile alluvial tract between Perthshire and Forfarshire, and extends along the banks of the River Tay from Kinnoull Hill to the vicinity of Dundee, 15 miles long and 2 to 4 miles wide.

ASHTON: Named by Henry Stone.

BEMERSIDE: A railway station and township on the Sunshine Route, 906 miles north of Brisbane. Taken up in 1868 by the Haigh family, relatives of Earl Haig whose seat is at Bemerside, on the England-Scotland border. Meaning not clear.

BRAEMEADOWS: Meadows - ground broken up for cultivation. (Brahha or Brake, old High German) or Brae from Gaelic Braigh: a brake or copse, a thicket. Named by Haigh of Bemerside.

CORDELIA: McDowell who, with a party, was seeking a pastoral run on the Herbert River and camped near the site of the present township of Cordelia. With the party was an Italian woman, surname unknown, Christian names, Caterina Cordelia. In addition to the township, there is a Caterina Creek and a Mt. Caterina Cordelia, now just Mt. Cordelia. The parish is also named Cordelia. So far no reason is available for the perpetuating of her name. McDowell was for a time confused with Surveyor McDowell. McDowell was advised to grow cane but did not do so and left the district soon afterwards.

DUNGNESS: Or Jeaka Island. This was the port of entry and clearance for Hinchinbrook Channel, the town of Ingham and various mills and plantations, including Macknade. Arthur Neames supervised the pile driving and shed building at the port. Named on 9th September 1792, by Lieutenant William Bligh, R. Logan, Jack reported "That the foreshore in the vicinity of Dungeness shows unmistakable signs of sea encroachment, and there is little doubt that the sandy point on which the buildings are situated will soon become an island." Dungeness is now a dead letter, and Lucinda has taken its place as the shipping port for the area.

ELLERBECK: After a parish in the North Riding of Yorkshire, five miles north-east of Northallerton. Spelling variations: Eire, Alnebeck, Elrebec, Alderbroof.

FARNHAM: Taken up and named by James Atkinson. Farnham is a town in Surrey, 50 miles south-west of London. Ham, a village, Farn, where ferns grow.

GAIRLOCH: The Rev. William MacKenzie was minister at Leigh North Free Church 1844-1882, senior minister 1857 until his death. He belonged to Inverness and Gairloch. Mr. MacKenzie and his family, three daughters and seven sons, migrated to Australia in the 'seventies and went to Cardwell. James MacKenzie took up land for a sugar plantation on the Herbert River where he built a mill and carried it on with the help of his brothers and one sister, naming the area Gairloch. Mr. and Mrs. MacKenzie never went to Gairloch but left Australia to return in 1882 to his home in Scotland, but Mr. MacKenzie died at sea in 1882 in the Red Sea. The mill plant was supposed to have been transferred in 1871 from Captain Whish's mill at Caboolture. MacKenzies sold to Fanning and Nankivell, who also later bought Macknade from Neame Brothers. The C.S.R. later took over both. Gairloch was closed down many years ago. Gairloch is located in the north-west of Scotland, Country Ross and Cromarty.

HALIFAX: Domesday Book. Halig: hold, fax: a flax field. Haliflex: hold flax field. A township at bay at the mouth of the Herbert River named by Captain Cook in 1770 after George Montague Dunk, Earl of Halifax, and at the time Secretary of State of the Colonies. Town surveyed August, 1883, by Surveyor G.A. Leonard.

HAMLEIGH: Any early sugar mill owned by A.B. Cowley.

HAWKINS CREEK: Named by Hawkins who bought Stone's Farm.

HERBERT RIVER: A river rising on the Atherton Tableland and entering the sea between Halifax and Lucinda Point. Named after R.G.W. Herbert, first Premier of Queensland, 1859-1866.

HINCHINBROOK: The Island was named in May, 1819 by Captain P.P. King, H.M.S. "Mermaid". Hinchinbrook is one of the lesser titles of the Earl of Halifax. It is also the name of the channel between the island and the mainland, 22 miles long with steep rugged mountains and gorges on the Island, with some low-lying land on the seaward side. Peaks are: Bowen 3650 feet, Straloch 3,000 feet and Pitt 2,000 feet.

LANNERCOST: After an ecclesiastical district in Cumberland, on the Rivers Irthing and Kingswater. The church is part of an old priory founded in 1169. Lannercost Abbey is the seat of Lord Lannercost. It is in the Parish of Lannercost, $2\frac{1}{2}$ miles north-east of Brampton, close to a Roman wall.

LUCINDA: A Township at the mouth of the Herbert River, named (1) after the Government Steamer "Lucinda" which in turn, was named (2) after Jeannie Lucinda Field, wife of the Governor of Queensland, Sir Anthony Musgrave. Lucinda is now a bulk sugar-loading terminal for the Ingham Mills, a growing modern port.

MACKNADE: Victoria and Macknade Mills, owned by the C.S.R. Company, have the largest output of any mills in Queensland. A sugar plantation and mill founded in 1870 by Frank and Arthur Neame. A third brother, Frederick, stayed in England and took over the ancestral farm of Macknade in Kent from his father, who also was Frederick. Frank and Arthur Neame returned to England due to a desire to educate their children at Brighton, and later at Cheltenham College. Tradition had a lot to do with this and the Herbert River area, at this time was a rather primitive state. The Manor of Macknade at home, dates back to the Domesday Book under the name of Machevet, and, over the centuries, the name has varied through Makenade, Makenar and finally to Macknade. It now belongs to the Earl of Sondes, who is a large estate owner in the area. The Neame Family have been farming in East Kent for five centuries, and the father of Frank and Arthur Neame rented Macknade Farm from Earl Sondes in 1847, followed by his son in 1878, then the present owner who was in turn, followed by his son.

The farm is on the outskirts of the town of Faversham, one mile from the centre of the town, and the old Watling Street London to Dover passes through the Estate. The Manor of Macknade originally belonged to the notorious Bishop of Bayeux, but was confiscated in 1088 by the Crown and later taken over by a family who took their surname from it: de Makenade. They resided there until 1407 when the family died out. It passed through several owners until Lord Sondes purchased it in 1847. There is also a Shepherd-Neame Brewery owning a chain of country hotels, while the farm handles much of the fruit and vegetable trade of London.

MURALAMBEEN: Victoria Estate, taken up in 1876 by John Allingham, now the home of Mr. and Mrs. M.L. Allingham since 1916. Mrs. Allingham has won distinction by her knowledge of Botany in North Queensland.

ROSCOMMON: Taken up and named by Hawkins - a county in the province of Connaught, also a town in North-west Ireland.

STONE RIVER: A southern tributary of the Herbert River, named in 1868 after Henry Stone, an Englishman - the first settler.

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STRALOCH: After a house in Aberdeenshire $5\frac{1}{4}$ miles east of Inverurie, once the home of cartographer Sir Ralph Gordon, who rescued the maps of Timothy Poat and prepared them for publication in the Blaeus Great Atlas 1580-1661. Straloch could also be a hamlet and mansion $3\frac{1}{2}$ miles nor-west of Kirk Michael, in Perthshire. Another Straloch is in Aberdeenshire, $2\frac{1}{2}$ miles west of new Machan railway station.

TREBONNE: A southern tributary of the Herbert River. A creek and sugar plantation named after a French sugar planter from Mauritius named Burgeuez. Burgeuez was always answering questions with the words Tres bon (very good) hence the name.

POSTSCRIP

So we have come to the end of our journey, but not to the end of the story of Mountain Ramparts for, in this tangle of ranges, there are still mountains unclimbed, valleys untrod and waterfalls unseen. The mountain ramparts still beckon as they beckoned to the explorer of old, the adventurous to climb their summits to see what new vistas may be found on the other side.

Over the years, members of the Ingham Detachment, 2nd Royal Queensland Regiment have sought the paths of the pioneers along the battlements of these ramparts. We hope that, in the "Mountain Ramparts" we have been able to add a little more to the wealth of historical knowledge of the district. In this regard, we feel bound to place on record not only our appreciation to the valuable information supplied by the Oxley and Mitchell memorial Libraries, but also our warm gratitude to Mr. Robert Shepherd of Warren Street, Ingham, and to Mr. Donald Fardon of 23 Charters Towers Road, Townsville, for their generous assistance in compiling this brochure.

In this our Centenary year, we commemoratethe first crossing of these mountains and look back over the first hundred years of progress. Progress has come to our Valley and slowly the frontiers are being pushed back. The march of civilization has changed the landscape. Most of the jungles, forests and bushlands have gone and in their place, the green and brown patchwork quilt of cultivation has been spread. The animal and native pads have given way to modern roads and highways. Towns and villages have sprung up where yesteryear only a few scattered gunyahs provided shelter. The Valleys have changed, but around us, everlasting and unchanging, remain the

MOUNTAIN RAMPARTS.