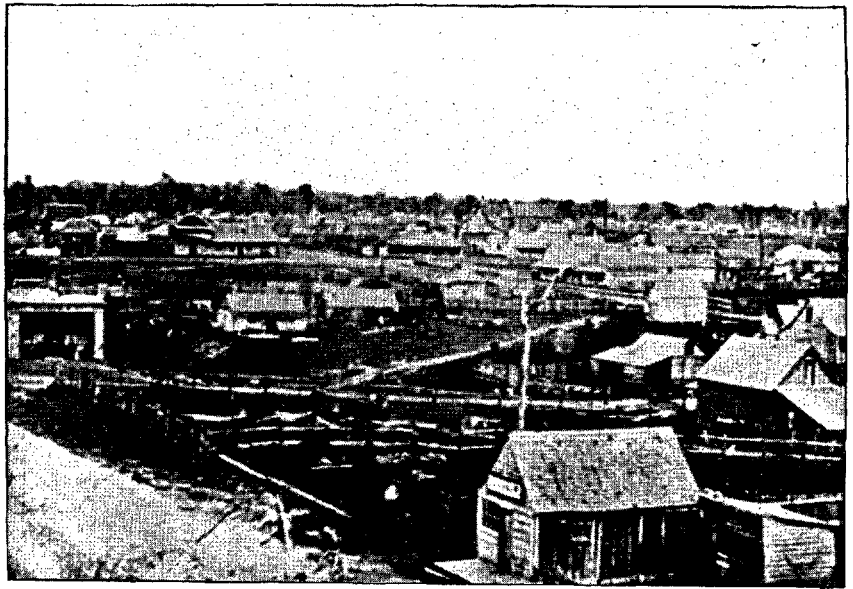


MARYBOROUGH IN 1860.

THE HISTORY

OF

MARYBOROUGH

AND

WIDE BAY AND BURNETT DISTRICTS

FROM THE YEAR 1850 TO 1895.

COMPILED FROM AUTHENTIC SOURCES.

BY

GEORGE E. LOYAU,

AUTHOR OF "THE REPRESENTATIVE MEN OF SOUTH AUSTRALIA," "TALES OF THE EARLY DAYS OF SETTLEMENT IN NEW SOUTH WALES," "AUSTRALIAN PRESS EXPERIENCES," "AUSTRALASIAN TALES AND SKETCHES," "HISTORY OF GAWLER," POEMS, ESSAYS, ETC., ETC.

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THE WORSHIPFUL THE MAYOR AND CORPORATION

OF MARYBOROUGH.

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PREFACE.

HOWEVER much opinions may differ in general, most people are agreed on one point, viz., that every town should have its archives, records, or chronicles, preserved for the benefit of coming generations. Till now, there has been no history of Maryborough compiled ; and, in undertaking such, the author does so rather as a "labor of love" than with a view to profit. In no way can the multitude possess a thorough knowledge of the bygone past—with its strange events, its energetic and adventurous pioneers who won by hardihood and enterprise the land from the primitive savage tribes who ruled this favoured spot from long forgotten time—but through the medium of a work such as the present. "Advance, Maryborough" is a mere hackneyed sentiment, given as a toast at festive gatherings and social parties, but we have come to accept it as indicative of progress. Nevertheless, progress requires something more than after-dinner speeches and bumpers of wine to help it along; a true put-your-shoulder-to-the-wheel action with every man (not one man only), doing his best for the general weal of the community, is necessary. As may be expected, though much has been left unsaid herein, much has been recorded, and all errors and omissions will be remedied in the second edition of this work which it is projected to publish.

GEO. E. LOYAU.

Maryborough, March 31st, 1897.

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ERRATA.

Page 27—line 7, for "88th" read "68th."

„ 30—line 24, for "nearly" read "mainly."

„ 38—line 31, for "Durack" read "Thurecht."

„ 91—for "James Hockley & Co." read "Hockley & Co."

„ 103—line 30, for "C. Bowker" read "C. Booker."

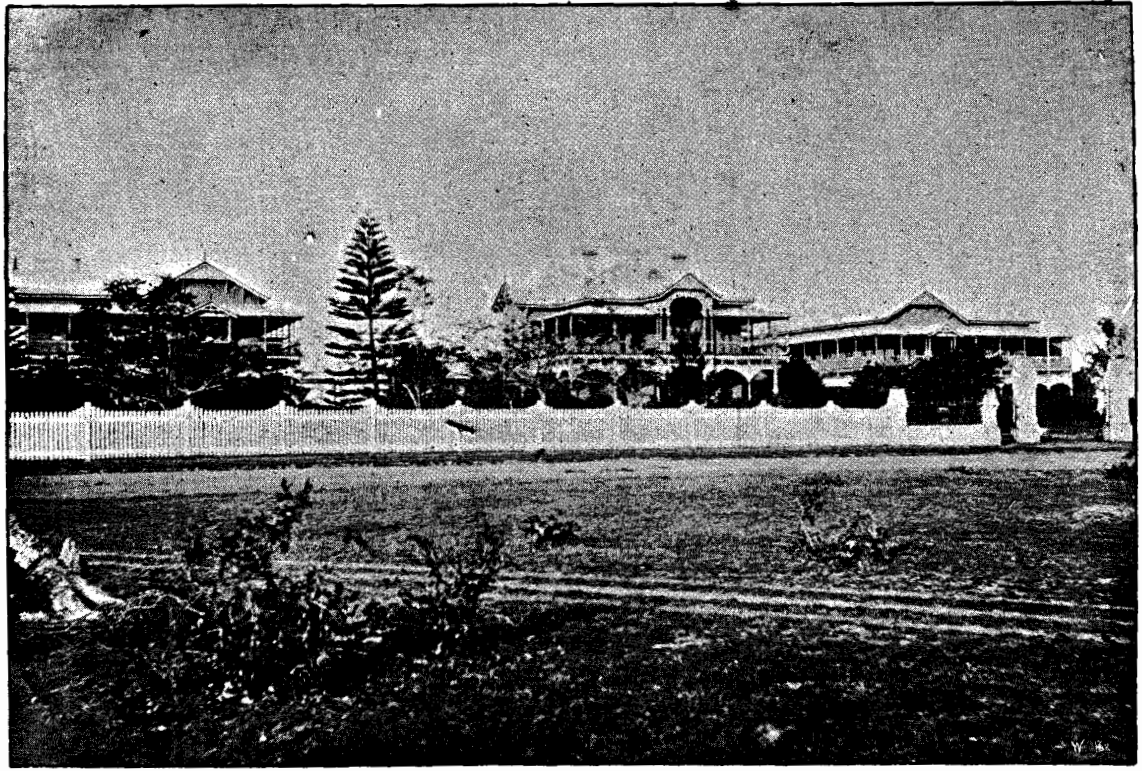
„ 104—line 5, for "1688" read "1868."

„ 142—line 7, for "Primus" read "Prince's."

„ 177—James Bartholomew drowned in flood "1873" read "1875."

„ 194—line 27, for "While" read "With."

„ 261—line 1, for "Kerry" read "Derry;" and line 29, for "1872" read "1892."



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THE

HISTORY OF MARYBOROUGH,

WIDE BAY AND BURNETT DISTRICTS.

PART I.

EARLY SETTLEMENT—PIONEERS AND COLONIZATION—OLD MARYBOROUGH.



E open the volume of the past with reverence, knowing that it holds "the secrets of a prison-house," which has long contained them. Many of our pioneers who first beheld the land, and saw it was good for habitation or pastoral purposes, now sleep the sleep of the just, or, if there are a few yet left, there is ever a danger of their passing away, ere from their lips that information of actual experiences, and which must make these records so thoroughly interesting, can be obtained. Many of the descendants of the early pioneers have apparently but a vague and dim idea of past events, even in which they were mixed up in their earliest age. These are a few of the difficulties which beset the would-be historian, and to which an unwillingness to give information may be added. Still, if Maryborough is to have a reliable history it is important to obtain the best authenticated reports, but judicious discrimination can alone prevent publication of irremediable errors supplied by some who wish to unburthen their minds of superfluous knowlédge and valueless information.

Our early history of pioneer settlement is so intimately associated with the exploration of its locality, that to comprèhend what the Wide Bay District, with its mountain-fed streams—the Mary and Burnett rivers—was in the early fifties, it is necessary to state that in 1842 it was a veritable *terra incognita*, owned by New South Wales. Whilst the true explorers of the Wide Bay and Burnett districts were

undoubtedly the pastoralists and overlanders who brought stock and took up unoccupied country here, the first real exploring expedition northwards was under the auspices of the New South Wales Government, and in May, 1842, when Mr. Andrew Petrie and Mr. Henry Stuart Russell were despatched from Brisbane in a small brig, to survey and explore the northern rivers, and on the 17th May, 1842, they entered the river now known as the Mary, which they so named in honour of Lady Mary Fitzroy, and the Fitzroy River was also named from the wife of the then Governor of New South Wales. A sad calamity unfortunately occurred to this lady, who was killed at Parramatta, through her carriage being overturned in 1849. After Messrs. Petrie and Russell had made reports on their expedition, Mr. Burnett was despatched in July, 1847, to further examine the Wide Bay district, and it was by him the district and the river, now known as the Burnett, was named. Like those who had preceded him, Mr. Burnett's report was satisfactory, as it stated that, "although Wide Bay had an excellent harbor for coasters, and would in time become a place of great importance, it would never be able to compete against Moreton Bay for harborage of ships of large tonnage." As soon, therefore, as it was publicly known that the Mary River was navigable, and a large fertile territory unoccupied, many intending settlers began to go northwards, sheep and cattle stations were established, and the first township founded on the run in 1848. The founding, unlike that of large cities, was solemnized in a very peaceful manner, and at what is now known as the old township, the Gregories, Aldridges, Eales, Harwoods, Dowzers, Furburs, Palmers, and other pioneers located. To have seen even that settlement in its primitive days when bark humpies were plentiful, and Aldridge's the only hotel, Mrs. Irwin's the only store, and Milner's the only baker's, would have astonished some of our more fastidious brethren and sistern of modern days. The old township commenced amidst barbarism and savagery, when aborigines were plentiful and hostilities frequent. Many a murder was done and never discovered, and many a poor shepherd and hut-keeper fell beneath the spears and tomahawks of blacks whom he had trusted as friends, but who slew him for revenge in consequence of the shooting of their friends by

Sergt. Walker and his troopers. Before leaving the record of early exploration of these districts it may not be out of place to state that Mr. A. C. Gregory, in 1856, undertook a long exploring tour northward, and ended up at Brisbane in the same year, and that he with Alan Cunningham, the botanist, who made known the Darling Downs, were in the Wide Bay country. Leichhardt, the explorer, also in 1845, was on the Fitzroy River, *en route* from Cape York, and may have been here also. But, without detracting in the least from honours won by explorers, the credit of opening up the country and making known its resources is undoubtedly due to our pioneer settlers and pastoralists, who have civilized and colonized the locality and rendered it fit for location and habitation. In the perilous times of 1850 to 1860 it was imperative for the settler, however humble, to carry firearms and be on his guard against treacherous foes, and I believe I am not wrong in stating that every acre of land in these districts was won from aborigines by bloodshed and warfare, whilst in some instances, poison played an important part. We are too apt to regard the black race as treacherous, unscrupulous, and vile, but what of the whites—those Christian, enlightened, and educated races—who have taken their females without scruple, and even purchased them for purposes of lust? Think you, that jealousy will not inflame the breast of the coloured man as readily as his European brother, and that he will stay his hand in the day of wrath? Not he! It was in the year 1856 that all Maryborough—the present Maryborough—designated the "new township"—was just formed, when society was startled by the terrible murder of Furbur and his son-in-law, Jas. Williamson. The two men were timber-getters, and had been sawing in the scrub, when, wearied with work, they had stopped operations for the mid-day "spell" and a smoke, when the blacks swooped down on them and killed both. Fortunately, Mrs. Furbur being in Sydney, escaped hurt and outrage. Still, after this, murders by aboriginals were frequent, and both the Ululah Reserve and "Oonooraba," as the ridge near it is termed, were a favourite camping and fighting place with the Wide Bay tribes, who held their annual borahs here, and also contested many an old grievance with the myalls of Fraser Island or the Dawson.

Probably, Maryborough, with its two townships, would have gone on in the same groove of primitive and barbarous colonization, but for the advent of some of the later pioneers, who, imbued with a spirit of progress and enterprise, established sawmills at Tinana and Dundathu, cotton plantations, maize culture, boiling downs, and a host of local industries, which rose and fell according as they were fostered or discarded, and among pioneers of energetic stamp may be named Wm. Henry Walsh, who, though termed oftener than not plain "Bill" by his associates, was, nevertheless, the representative for the district, and known in Brisbane as the Hon. Wm. H. Walsh, M L C. Among other pioneers were Messrs. Kent and Weinholt, who succeeded Walsh at Degilbo, and exercised some influence on the future of the locality. Kent Street takes its name from the Kent family, and I hear on reliable report that Mrs. Kent, who died about 1870, was buried in ground adjacent to that on which the Melbourne Hotel, Wharf Street, now stands. The Moreton Bros, of Wetheron, were also pioneers, whilst the names of D M'Taggart, W. Powell, Hugh Graham, R. Jones, Palmer, Lawless, Bidwell, Uhr, and other settlers here recur to memory. The excess of sheep and cattle over the demand caused the squatters, who had formerly sent their stock to Melbourne and Sydney markets at a loss, to give every facility to those who established boiling-downs here. Thus, in 1850, Mr. Uhr, who arrived with his wife and family, opened the first works of the kind on the site of the present Botanical Gardens; whilst less ambitious yet successful efforts were those of Messrs. Sims, Gibson, and White (R. H. D. White, M.L C), of New South Wales, Messrs. Cran and Tooth, a firm whose names are "household words" all over Wide Bay, who, with enterprise worthy better support, erected meat extract works on the Liebig system, and only succumbed to adverse circumstances caused by the rise in the price of cattle. Since then, as sugar growing has been in the ascendant and saccharine products the rule rather than the exception of these districts, Messrs. R. and A Cran have taken over the trade, which, in their hands, has proved a great success. As may be expected with dense pine or cedar scrubs extending for miles, timber getting was a profitable occupation, and in 1859 large sawmills to utilise

the timber of the district were started at Dundathu, by Messrs. Gladville and Greathead, followed by Pettigrew and Co., of Brisbane, whilst later on Mr. Percy Ramsay established similar works at Mungarr. After his decease, these passed into the hands by purchase of Messrs. Hyne and Son, who yet hold this property, but have associated it with their Maryborough mills and removed the machinery from Mungarr. The names of Wilson and Hart as pioneers in this industry are widely known. In those days the roads were mere tracks made by bullock drivers or teamsters in going from one place to another, but travellers attempting to follow them too often got astray, and only found settlement or habitations by means of some marked tree-line leading through scrub and undergrowth to a bushman's camp, where a hearty welcome and refreshing can of tea made amends for the discomforts of being lost. Most of the timber cut in the cedar and pine scrubs was simply rolled into the river, and the logs floated to the mills.

To those who live in modern times, where not so much as a hair can remain out of place long, and the slightest breach of decorum is condemned by those who study the rules of fashion and propriety, the contemplation of life as it was in those primitive days, creates astonishment and amazement, readily understood by the men who then mingled with the pioneers and lived their rude state of existence contentedly, in spite of hardships and sufferings. For there were comparatively no comforts, and at times even the bare necessaries of life were wanting, or, when procured, were very dear. Nor was the hardy bushman or "bull-puncher," when visiting the Bush Inn and other places where grog was vended, as decorous or circumspect perhaps, as he should have been. The early settlers round Tinana are reported as—A. Murray, Iindah ; the Elwoods, Tinana Creek; Pountney, Yardley ; P. O'Kelly, Ferney; Hodges and Colquhoun, surveyors. Of these only P. O'Kelly remains. White and M'Gregor, farmers, are also widely known, and are yet engaged in farming.

Queensland was first settled as a penal colony in 1825, and about forty years after, in 1859, Separation took place, the movement in its favour being solely successful through the energetic and persistent efforts of the late John

Dunmore Lang, D.D., then a member of the Legislative Council of New South Wales.

Dr. Lang, who was thoroughly patriotic, and one of the most lovable of men, will long be remembered throughout Queensland; indeed few of Australia's colonists deserve more to be immortalized by a statue than he. He was a native of Greenock, Scotland, where he was born in August, 1779, ordained by the Presbytery in 1822, and arrived in Sydney in May, 1823, in which he resided till his death in 1878. As showing his restless and energetic disposition, he visited England no less than eight times on missions connected with education, transportation and immigration, and was instrumental in bringing out many settlers from the old country to his beloved Queensland. In 1836 he was fined £100 for libelling Mr. Wilson, a merchant, but refusing to pay the fine as unjust, stayed in gaol till it was subscribed for by his many friends. In 1843 he was elected one of the six members for Port Phillip in the New South Wales Legislature, and in that capacity advocated the separation of that colony. His plans for separation of Australia generally into small colonies were based on the prosperity of the independent American States, his knowledge of this being gained by a visit to America in 1840. But it was not until 1845 that he visited Moreton Bay, and by travelling the length and breadth of the land making himself thoroughly acquainted with its resources, its territorial extent, and its peoples. The importance of these, and his persistent patriotic advocacy of its interests, brought about the separation from New South Wales and the founding of Queensland. I give this small tribute here to a man of honour and talent, who did more for this part of the world than any other, however much lauded and praised individual. Though we cannot resuscitate Dr. Lang, yet his example may emulate some of our would-be patriotic legislators and stimulate them to action. Men such as he come but once in a decade, and should never be forgotten. According to Dr. Lang's plan of the seven united provinces of Eastern Australia, the boundaries of Queensland, or as he termed it "Cook's Land and Leichhardt's Land," were from Shoal Bay to Keppel Bay, and from this to Rockingham Bay on the coast, or in the interior, from Mount Hopeless to Carpentaria. Our Rockhampton neighbours

have been very much in evidence since they knew that Dr. Lang agitated Separation into a separate province from Keppel Bay to Rockingham Bay.

At this distant stage of time, when signs of progress and advancement are visible all round, it seems difficult to understand why those first settlers did not possess sufficient acumen or perception to know that at some far distant day a town—city would hardly be dreamed of, much less expected—might arise hereabouts. The land was good, and agricultural operations proved successful; its forests were full of useful timber suitable for many purposes; its streams were full of fish; game abounded in the jungle, and the rude accessories of savage life were plentiful. Pastoral settlement also found every facility for progress, yet none seem to have expected the Maryborough of that day would ever emerge from its chrysalis state to an important centre of commerce. But the history of Maryborough is merely the history of scores of other places founded among barbarous and savage elements, and growing by means of the energy and perseverance of its people to a position of affluence and note. The Queen City of Victoria was founded on just such lines.

OUR PIONEERS.

Our pioneers! our pioneers! who paved the nation's way,
Look back along the shores of Time, and answer, Where are they?
A few remain to yet relate the records of past days,
The rest, who nobly played their parts, dispersed in many ways—
Some, tired of this life's rude shocks, to other lands are gone,
Perchance to fill unhonored graves, their merits little known.
Let's treasure those who still remain located with us here;
The man most worthy of respect should be the pioneer.—AUTHOR.

We detachments steady throwing
Down the ridges, through the passes, up the mountains steep;
Conquering, holding, daring, venturing as we go the unknown ways,
Pioneers! O Pioneers!

We primeval forests felling,
We the rivers stemming, vexing we, and piercing deep the mines within,
We the surface broad surveying, we the virgin soil upheaving,
Pioneers! O Pioneers!—WALT WHITMAN.

Old Maryborough.

Had the first settlers equally regarded the laws of Right and Might in their attempts to civilize an alien race who had inhabited this territory from all time, they would have escaped many outrages in loss of stock and murder of men. Of the race themselves, they could but point to stone-covered mounds heaped with logs, beneath which the "Rude forefathers of the hamlet slept." In the interior, on the Balonne River, the dead aboriginal is usually placed in the fork of lofty trees, and there left to rot, after which the bones are collected and carefully preserved by the gins, who carry them in dilly-bags as relics and charms against evil.

Prior to the advent of the whites, the race here doubtless numbered full 5,000, and nearly that number attended a national corroborree and fight at the old township in 1848. To the casual observer, they were a singularly uninteresting people, and it seemed strange that Nature, having provided them with so much, they should need so little. The facility with which they managed their bark canoes, and caught fish in the river, speared kangaroo or emu, and obtained opossums and cobi (native bee honey) from the tall gum trees, and their accomplishments in tracking stray horses, or sitting "buckjumpers," alone saved them from being treated with contempt. Their polygamous instincts and lax ideas as to the status of woman—her value as a wife being merely estimated by her ability to carry a heavy load of chattels and effects for her lord and master—to be a submissive slave to his whims and caprices, and to permit herself to be sold for purposes of lust nightly to the highest bidder. Coin of any kind, and even worthless tokens, was sufficient to secure any aboriginal female, however virtuous or apparently immaculate, if bartered by her sable partner. Doubtless the system of concubinage in which many squatters and their men indulged, and the feeling of jealousy induced in the savage mind, may account for the numerous murders and outrages which sullied the records of the first founding of these districts, and the grafting of civilization on the tree of barbarism. But the blacks, whilst faithful to fault, were mischievous and treacherous, and even sacrificed their dearest friends for revenge. No white man was safe then without his rifle or Colt's revolver at hand. The jungle on the banks of the

Mary enabled them to move through the country without being seen, and now and then the settler discovered their presence in his vicinity by a dead bullock or two with spears in the carcass, or in a report from the out-stations of some unfortunate shepherd or hutkeeper having got a bad "poltogue" with a nulla-nulla or tomahawk. They cleverly marked their tracks to water, and then, perched on branches of trees overhead, managed to spear their game. Like the cockatoo, there was always a sentinel on the look-out for intruders on their domains, and they had a smart knack of approaching out-stations apparently unarmed, but really dragging spears between their toes.

What with droughts, famines, floods, bush fires and black outrages, the early pioneers had sufficient to try their fortitude, and it required men of more than ordinary pluck and hardihood to take up runs here in these barbarous times. Some of the first squatters, never too particular, even in civilization, cast aside all conventionalities and even decency in dress and manner, and established themselves in gunyahs, or rude erections of slabs and bark, from which they sallied out at early morn to scour the run in search of their cattle, or accompanied by a blackfellow, or general useful new chum, rejoicing in the name of overseer, who was gaining "colonial experience" in a rough school. The scarcity of white females, and the preponderance of dark ones, naturally had a demoralizing effect on the minds of those who possessed little elevated tastes, and were unable to discriminate the difference between the pure and good, and the impure and evil. Morality was simply unthought of, and the most shameless prostitution was extant in those days of adulterated "fire-water," haphazard virtue, want of congenial companionship, and lewdness.

But let not the realistic picture I have drawn of the state of things in squatterdom in the forty and early fifties, lead any modern ultra-moralist to regard this with pious horror, since there were not only to be found men of noble minds and instincts among the pioneers, who, having left virtuous wives and families in cities far away, were still true to them and refused to have neither act nor part in the "accursed thing," the debaucheries extant or the orgies at stations when shearing was over and the clip went down. Some of the gatherings of cattle drovers, teamsters, "bull-punchers,"

squatters, and the rest of the "wild men of the bush" fraternity at the Wide Bay and Burnett stations resembled little else than a wild saturnalia, in which he who could tell the most smutty yarn, sing the lewdest and most roistering songs, dance and play the best antics, was regarded as worthy of hero-worship. On a station, not twenty miles from Maryborough, a man, when well primed with rum, resolved for a wager to sit a buckjumping horse on top of a table for £5; and he did it, too, on the animal being lifted bodily on to the table. Had he been thrown headlong to the ground, he would, doubtless, have lost his life.

If those were the days of lawless sprees and immorality, they were times of genuine hospitality, such as will never perhaps be seen again. Every hut was a traveller's hotel for the night, and no postman brought unpleasant missives. Ignorance of the world's doing prevailed, and a blissful state of happiness which it was a pity to disturb. Newspapers there were none nearer than Sydney, and all news came verbally, and was received as *fact* without question or doubt. Improvements were few, an occasional post-and-rail fence formed the boundaries, when a marked tree-line of blazed trees was a connecting link between stations, and oft guided the lost traveller safe to the desired haven. Beyond this, there were no fences, nor bridges, and the rider could take a bee-line to wherever he wanted to go. Gaps were cut in the scrub on the banks of the river, so that a horseman could scramble down, ford the river, and cross to the opposite bank.

The sight, long familiar to our pioneer settlers, will never probably be seen again. The whole Wide Bay district was then an uninterrupted meadow of waving grass, on which the few stock could scarce make an impression. Kangaroos and emus hopped or ran lazily across the plains; ducks flew out of every waterhole, and the black swan was often met with; whilst the stately bustard strutted and puffed out its breast feathers as if indignant at the intrusion. Every tree appeared full of foliage, and the locust sang gleefully as if to welcome the white man to the new Arcadia which he had long desired to possess.

During 1845, there was still a large tract of unoccupied country open to the first comer, and the only deterrent

against a "rush" to secure it was caused by the low price of sheep and cattle which were then more valued for weight of wool and tallow than for the meat; in fact, many cattle were not worth more than their hides, and indifferent country was hardly worth occupation, so that some of the best runs were held very cheap. One unfortunate overlander had the misfortune to get all his sheep scabbed in the Bathurst district, and tried in vain to cure them *en route*. But he safely reached his station on the Burnett, and, aided by a skilful overseer and experienced shepherd, soon cleared the flock from disease; so successfully eradicating it that it never returned. A somewhat similar case occurred at Mondure, when most of the flocks suffered from "foot-rot," the result of Chinese shepherding. Captain O'Connell gave a bonus to each shepherd who cured his sheep, and in less than a year every hoof on the station was as sound as ever. Ned Dias, a fellow shepherd of mine, cured his flock of foot-rot, and was rewarded by Captain O'Connell with a cheque for £5. Taken altogether, the Wide Bay and Burnett districts have enjoyed immunity from disease in the flocks. Whilst shepherding at Cania, I observed several of my sheep affected with the "bottle," and foot-rot also prevailed. But by the exercise of common sense, aided by careful dressing and attention, I pulled the ailing animals through, and they were soon all right, and as ravenous feeders as ever.

EARLY SETTLEMENT—PIONEERS AND OTHERS.

As will be readily imagined at this distant date from the period when the pioneers of these districts arrived here, information concerning them is but scant and unreliable, and too often nothing save hearsay evidence is forthcoming, or imperfect records supplied by their descendants. Certainly the experiences of one of the early settlers was very similar to the rest—the same hardships, difficulties, rough and ready life, the same aborigines ready to swoop down on the defenceless squatter, kill his shepherds or drive off flocks and herds, burn huts, and attack his teams when laden with

stores. It was from New South Wales most of our Wide Bay pioneers came overland, generally with their belongings, or else in some of the fleet of brigs, schooners, and coasters which plied to the old Mary River for timber. In 1841, Victoria, now one of the principal colonies of the Australian group, had but a population of 2,500, and only 150 acres of land were under cultivation. There were few things there to attract settlers, and the extensive districts of Moreton Bay, Burnett and Wide Bay appeared to present more pleasing features and more abundant facilities for pastoral enterprise ; this, indeed was just what suited many of the immigrants to New South Wales, to whom the free wild life of the bush and cattle-tending, stockriding, horsebreaking, and mustering, offered great attractions—hence there was a greater influx to Queensland than Victoria in the early fifties, before the Wand of Fortunatus in the shape of monster nuggets at Ballarat and Bendigo had allured population back to the hills and gullies of those magnificent goldfields. From 1851 onwards, rushes of a more or less exciting character occurred, and though prospecting over the Wide Bay and Burnett country was carried on by fossickers in a desultory or half-hearted manner, it was not till 1876 that Gympie gold showed that Queenslanders had struck the right spot.

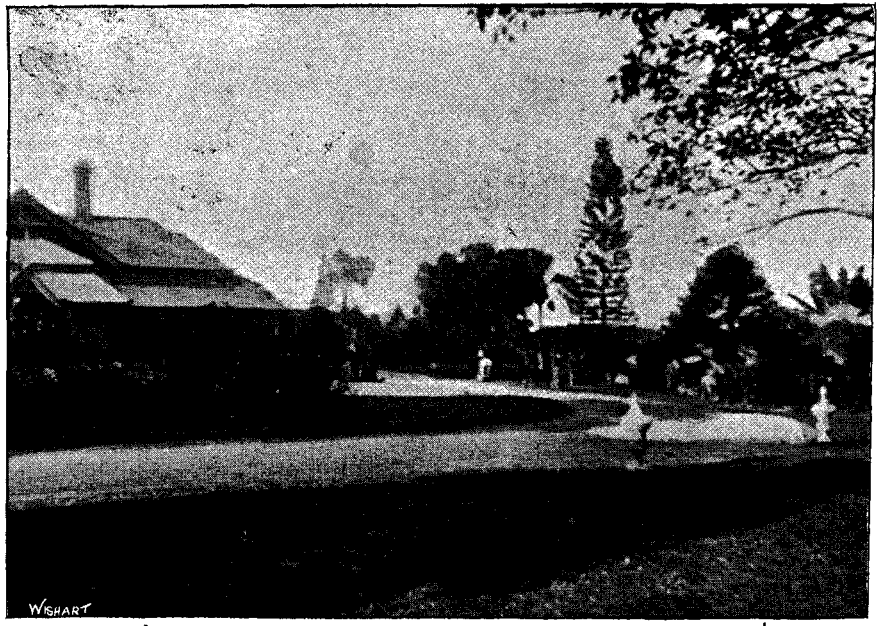
Hon. Andrew Heron Wilson, M.L.C.

Andrew Heron Wilson is a native of Ayr, Scotland, where he was born on August 24, 1844. He was educated at the Ayr Academy, and intended for the Law, but whilst pursuing his studies his health was impaired, and being advised a change, he left for Queensland in 1863, arriving in Maryborough on April 2, 1864, where, after spending over a year in endeavouring to find suitable investment for capital, he met with Messrs. Robert Hart and the late James Bartholomew, practical and experienced men, with a thorough knowledge of the saw-milling and wood-working trades, and was induced to unite with them in partnership, the firm from that period being known as "Wilson, Hart, and Bartholomew." Mr. Wilson's observations of the extensive operations carried on in the Wide Bay district, in the large and valuable pine and cedar scrubs and well-timbered hardwood country adjacent to Maryborough, was convincing proof that his partners' knowledge of the trade,



HON. A. H. WILSON, M.L.C.

combined with his own energies and capital, would be well-directed, and, in order to facilitate operations, he, accompanied by Mr. Hart, went to Great Britain, where they purchased a complete saw-milling plant with all the newest "up to date" appliances in machinery. This was safely landed in Maryborough, and erected in 1866, on the river bank, Granville, opposite the residence of J. E. Brown, Esq., and though the business was at first but gradual, it had reached a prominent stage of prosperity when, unfortunately, in 1881, the works were totally destroyed by fire, and the labour of years lost. A calamity such as this might have damped the ardour of less energetic men than the enterprising firm of Wilson, Hart, and Co., but they lost no time in re-establishing the large and profitable business they had worked up; and ere long, a new and much larger sawmill with the latest improvements was erected on the town side of Maryborough, adjacent to the Botanical Gardens, where it is now as "familiar as household words," under the old style and title. As fuller particulars of these works with illustration appear elsewhere, it is but necessary to remark that Mr. Wilson having been, in September, 1883, elected a member of the Legislative Council of Queensland, retired from the active management of the saw-milling business, thus leaving this entirely to Mr. R. Hart, who, though the firm still retains its original title of "Wilson, Hart, and Co.," is the principal manager of the establishment. To have accomplished so much in so short a period, reflects great credit not only on the firm but on Mr. Wilson, who has well earned the calm and pleasant retirement he now enjoys at his beautiful residence, "Doon Villa," on the banks of the Mary River, near Maryborough. Though Mr. Wilson has never taken any active standpoint in the political arena, he was, prior to his nomination in 1883, twice offered a seat in the Upper House, of which, until that period, business prevented his acceptance; though he has always been a staunch supporter of Conservative Governments, in which the McIlwraithian principles predominate, and it is gratifying to know he is—what all who desire the progress of this young colony should be—a protectionist, and advocate for fostering those industries calculated to benefit the country of his adoption. But whilst doing so, he is no opponent of free-trade on everything we cannot grow, raise, make, or



DOON VILLA, MARYBOROUGH—RESIDENCE OF HON. A. H. WILSON, M.L.C.

produce ourselves. Whilst taking no very active part at present in public matters, Mr. Wilson is as much interested in the Wide Bay timber trade as ever, and this, together with the local iron industries, has his hearty support. Whilst at Granville, where he resided for fifteen years, Mr. Wilson erected a most comfortable home and made a beautiful garden on land known as "Canning Park," but within a year after the destruction of the sawmills by fire, he purchased his present residence and grounds at "Doon Villa," which, under his auspices and the assistance of experienced gardeners, has become one of the prettiest and most elegant homesteads in Queensland.

"Doon Villa," the name and fame of which has extended all over the colonies, is a large and comfortable habitation in the Elizabethan style of architecture, and occupies a commanding position on the banks of the Mary River, of which glorious and attractive views can be obtained. The house itself is most complete in every department, and the ornamentations and internal decorations in the drawing-room and dining-room, also the spacious halls, could not be surpassed, if equalled, even in the metropolis. Visitors are always welcomed by the courteous host and hostess, whose name for hospitality is proverbial; and more than one well-contested game of billiards has taken place in the fine room devoted to that popular amusement; whilst among those who have honoured the establishment with their presence may be enumerated Sir Henry and Lady Norman, and latest, but not least of all, our present popular Governor. Lord Lamington. All these have expressed the delight they felt at seeing "Doon Villa," and its numerous floral and arborescent attractions; and have testified their appreciation of the hearty welcome accorded them.

Like many of the country gentlemen of modern days, Mr. Wilson has expended considerable capital in beautifying and improving the surroundings of his abode, and has practically illustrated what can be done with poor soil and flat land. Everywhere around one sees something to attract and delight the eye and heart. Foliage, flowers, shrubs, rich and rare plants, and exotics meet the stranger at every turn, the whole forming a panoramic vista of beauty charming to behold. It must have been some such spot as this

which evoked the fertile muse of Scotia's greatest bard, Robert Burns, as he poured forth in the fulness of his heart,

"Ye banks and braes of bonnie Doon,
How can ye bloom sae fresh and fair!"

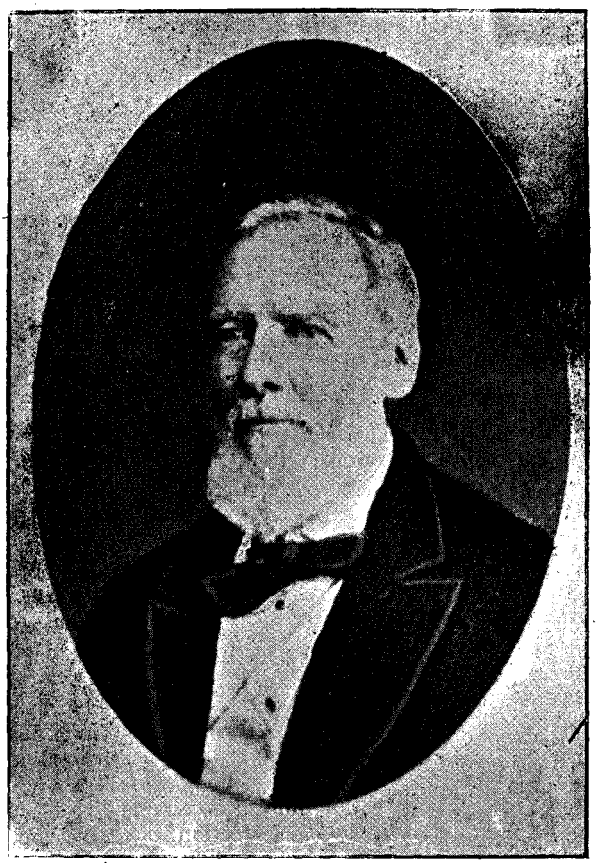
But here, unlike this pathetic song, there is nothing to make the visitor sad; all is pleasant and enjoyable, with the best of good cheer dispensed with lavish hand. The central hall is a delightful spot on summer days, the tables filled with attractive literature, and the adjacent fountain sending up its sparkling streams to fall like music on the ears of the beholder, who cannot but feel happy and contented whilst looking out upon ferns and beautiful pot plants seemingly innumerable. In the adjacent grounds are two glass-covered conservatories, an aviary, and extensive stabling and outbuildings. Mr. Wilson has a fine stud of horses and other animals, whilst his poultry comprise many rare and choice varieties. Among floral beauties at the time of my visit were some magnificent chrysanthemums, which I was glad to learn had been exhibited at the local shows and also at Brisbane, receiving as justly due first prizes and honours, In the large shade-houses a staff of practical gardeners were busily engaged in sifting mould for the flower beds. The whole of these gardens have been entirely re-made, the original basis being hard rock, on which choice mould, carefully sifted and manipulated, has been deposited before aught could be planted. The result of this is now shown in the fertility of the soil, and the prolific character of the arborescent gems of nature which enhance the beauty of the spot. Among plants and flowers in the gardens of "Doon Villa" the following are conspicuous:—*Grammitis Gymnogramme*; *Chrysophylla*, or Golden Fern; *Gymnogramme Tartaria*, or Silver Fern. These novelties in the botanic world are rare specimens of nature's handiwork. The *Aralia Veitchii*; *Polypodium urophyllum*, or Creeping Fern, on banks of the Mary River; *Adiantum*, or Maiden-hair Fern; *Davallia*, or Hare's-foot Fern; *Alsophila Leichhardtiana*, or Tree Fern; *Pithicalobrum Samen*, or Rain Tree of the African Desert. Though there are numerous other botanic curiosities among the wonderful trees here, yet the foregoing stand as types of the principal, and want of space alone prevents extension of the list.

Among local societies with which Mr. Wilson is connected, either as patron, president, or supporter, the follow-

ing may be enumerated:—He was captain of the first cricket club formed in Maryborough; President of the Wide Bay Caledonian Association; President of the Chamber of Commerce; Director of the Town and Suburban Building Society; and Director in many other companies established for the benefit of Maryborough and the surrounding districts. He is also patron of many football and cricket clubs, and among other matters it may be mentioned that he has set apart a fine piece of land at "Doon Villa" as a bowling-green for the special use of the gentlemen players of Maryborough. Here they meet at intervals in friendly contest, and many an exciting game has been played on the green sward to the delight, not only of themselves, but the spectators. There is also a large tennis court for friends and visitors always kept in splendid order. Apart from his support of all that contributes to the advancement of the spot of his adoption, Mr. Wilson's private generosity and benevolence is shown in an unostentatious and kindly way, and many such acts are on record which are hardly known beyond the recipients themselves. Many a picnic of school children and others have been held at the grounds of "Doon Villa," where a skeleton shed stands merely requiring tarpaulins over the roof to protect them from the sun, and numerous permanent swings for their enjoyment; whilst the Presbyterian Church, of which Mr. Wilson is a strong supporter, has been greatly benefited by his influence and kindly support. Held in the highest esteem by a wide circle of friendly well wishers, Mr. Wilson and his amiable wife stand pre-eminent as types of the true gentleman and lady, and a fervent wish is expressed by all that they may long be spared to continue the dispensation of those blessings and benefits which have hitherto characterized their kindly and noble career in life.

In 1889, Mr. Wilson, accompanied by Mrs. Wilson, took a voyage to England, and soon after their return went to New Zealand, viewing all objects and places of interest in those wondrous islands. The numerous adventures, sights and scenes so impressed Mr. Wilson that he embodied his thoughts and opinions on them in a very readable and graphic little book, which he published on his return to the colony under the title of "From Maryborough, Queensland, to and through New Zealand in 1891."

NOTE—Accompanied by Mrs. Wilson he is at present [1896] enjoying a tour through the same beautiful isles of the Pacific.



E. T. ALDRIDGE.

First Pioneer Settler at Old Township, 1849.

E. T. Aldridge (First white settler).

Edward T. Aldridge may justly be regarded as the first white *settler* at Maryborough, as he took up land at Baddow, now known as West Maryborough, but then regarded as the "old township." Of this at present little but ruins remain, though the ancient relics of settlement and civilization stand as landmarks from the distant past. The township was specially founded on an eligible site for shipment of wool, brought thither by teams from the stations of the Burnett and Wide Bay. At the close of 1848 the population numbered 380, and Mr. Aldridge opened a general store and hotel, designated the Bush Inn. The latter was removed at a later date to the site now occupied by the Royal Hotel, of which it formed the foundation. In 1852, the first land sale was held, and Mr. Aldridge, having purchased largely, became an extensive owner of property. The new Bush Inn was erected in 1856, in Kent street, Maryborough, and has changed hands several times since Mr. Aldridge was the landlord. Among those who have filled the position of host may be mentioned the late W. Casbrook Giles, Kehlet and Gill, R. M. Hyne, and Mr. Oelrichs and others.

In 1887, Mr. Aldridge, by great and constant agitation, obtained from the Government in Sydney the sum of £1,000, out of which was built the old courthouse and lock-up, these being the first brick buildings erected in Maryborough. Mr. Aldridge retired from business in 1860, and lived on his property at Baddow till his death on May 18, 1888. He was among the pioneers of the sugar industry, and supported every effort to foster the prosperous business. In 1886 Mr. Aldridge had the misfortune to lose his wife, to whom he was greatly attached, and he raised many tributes to her memory, two of which took the form of a massive tower with peal of nine bells, alongside St. Paul's Church of England, and the erection of St. Thomas' Church. The virtues of Mrs. Aldridge were well-known and appreciated by her many Maryborough friends, and her death was regarded as a great loss to the town. Mr. Aldridge was 70 years of age at the time of his death, and he was the father of Mr. H. E. Aldridge (Baddow), and of Mrs. F. Bryant, wife of the well-known auctioneer.

Whilst Maryborough remains, the name of Aldridge, as the pioneer and first white settler, will not be obliterated from memory.

A further account of Mr. Aldridge's history has been sent me, which is here transcribed :

"Edward T. Aldridge, native of England, and resident for some time at the McLeay River, New South Wales, left there in 1848 for the then hardly known Wide Bay territory, arriving overland on June 4th, 1848, with his wife and family and stock. He settled on land which he named Baddow, on the site of which the 'old township' was afterwards surveyed and allotments sold. Mr. Henry Palmer and his brother, R. E. Palmer, having met Mr. Aldridge at Merodian Station, where they were resting with their flocks, offered to accompany Mr. Aldridge, and as Mr. R. E. Palmer had cut a marked tree-line to 'Girkom,' and knew the route to the river, he was considered an acquisition to the party. Aldridge's party comprised Enoch Rudder, jun., John Meyers, Wm. Fitzgerald, and a blackfellow, Tommy, from Gigoomgan. Mr. H. Palmer with his brother went back with Tommy after reaching Baddow, and returned from Merodian with their flocks. Mr. Aldridge left Brisbane in April, 1848, and travelled overland to Wide Bay, crossing the Mary River on June 4, 1848. As soon as population gathered near the 'old township,' Mr. Aldridge erected the Bush Inn in 1849, but afterwards conferred the same title on another hotel which he built in new Maryborough, and which is now known as the Royal Hotel, and has been so much added to and improved that but little of the original structure remains."

THE GREGORY FAMILY.

Mrs. Margaret Irwin.

Mrs. Margaret Irwin, one of the oldest residents of the town and district, died on December 24th, 1895. She had suffered for considerable time from a painful internal complaint, and underwent a critical surgical operation, but this last resource was of no avail, and death resulted. Mrs. Irwin was closely associated with the history of the town and district for the past forty-four years, having landed in Maryborough with her sister (the late Mrs. Goodwin), in



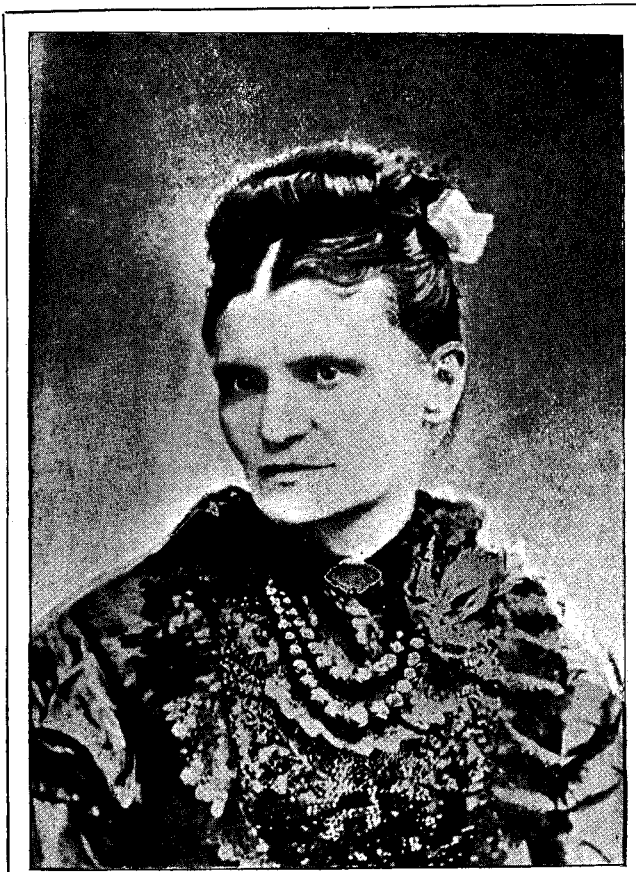
MRS. IRWIN.

the year 1841. She was cast in an heroic mould, and from her girlhood, through a great part of her womanly years, lived in an atmosphere of stirring and romantic pioneering vicissitudes. On the voyage from Sydney to Maryborough her sister (Mrs. Goodwin) and herself were the only female passengers on board the small sailing vessel. The crew mutinied, cast the officers adrift in a boat, and ran away with the vessel and the two girl passengers, eventually landing the latter on the New Zealand coast, where they lived for a time with the Maoris. Her family, the well-known "Gregorys," were among the first settlers at the "old township," and the deceased lady herself was one of the first storekeepers and residents in the present town of Maryborough. She married Geo. Irwin, a noted carrier, and left Maryborough to establish the Didcot Hotel, on the Gayndah road, near Degilbo. Geo. Irwin, host of the Didcot Hotel, was interred there. Those were stirring and dangerous times of the pioneering days, and Mrs. Irwin tackled the difficulties with the decision and courage of a hero, and whilst at all times showing a valiant nature, her unostentatious hospitality, kindness and innumerable charitable acts displayed a gentleness of heart which won a sympathetic fame throughout the district. After her husband's death, Mrs. Irwin returned to Maryborough, and built the Australian Hotel, which she conducted till her death. She left considerable town property, but no family.

NOTE—Mrs. Irwin's shop still stands in Adelaide street, a relic of bygone days.

MRS. SARAH BLUE.

MRS. SARAH BLUE, widow of the late Neil Blue, was born in Sydney in 1843, and arrived with her parents, Mr. and Mrs. Charles Gregory, at the "old township" in 1848. She is well-known as owner and hostess of the Melbourne Hotel, a large and commodious house in Wharf street, Maryborough, its close proximity to the steamer wharves and excellent accommodation rendering it a favourite stopping-place for travellers and families. Mrs. Blue is, with one exception, the last representative of the time-honoured Gregory family. The three sisters, Mesdames Irwin, Goodwin and Blue, were strongly attached, and the



MRS. NEIL BLUE.

survivor naturally feels the keenest grief at their loss. Mrs. Blue is possessed of considerable property through the decease of Mrs. Irwin, is executrix in her estate, and is held in high esteem by all from her willingness to aid in every movement to benefit those needing assistance. Mrs. Blue has three sons, Archibald Irwin, Neil Irwin, and Herbert Irwin, so that the family name of her late sister is likely to be perpetuated for years to come. It is seldom such devotedness and love has been found with sisters anywhere as shown in this family—indeed, it is quite the reverse in most communities.

Mrs. Elizabeth Goodwin.

Mrs. Elizabeth Goodwin was born in Sydney, N.S.W., and was the eldest daughter of the late Charles Gregory. She will long be remembered for her large-heartedness and charitable disposition. Like Mrs. Irwin, she was a thorough business woman, and, as one of the first settlers of the district, had many encounters with the blacks. In the early days of Maryborough, she often went round at night to protect her neighbours. She was of lively disposition, and, though a woman of 17st. weight was often sought after as a pleasant partner for a dance in a ball-room. Her sisters, the Gregorys, were much attached to her, and, after a trip to England, her death was a great blow to them. She left a large family, all married and settled in this town.

Speaking of Mrs. Goodwin's estimable character, the *Maryborough Chronicle* of November 24, 1882, remarks:—

"We regret to have to announce the death of one who, in many worthy ways, came under public notice, and was well and favourably known to our citizens. We allude to Mrs. Goodwin, who succumbed to a long and painful illness. This estimable lady had only reached Brisbane on her way back to Maryborough, after a voyage to Europe in quest of the best medical advice, when death put an end to her sufferings. There are few here who remember the calamitous destruction of life and limb by sawmill explosion in Maryborough some years ago, who do not also remember the noble devotion which Mrs. Goodwin displayed in attending the sufferers night and day during their long period



MRS. ELIZABETH GOODWIN,

First Settler Old Township.

of recovery. Many other and similar records equally creditable to the head and heart of this heroic lady are engraven on the sands of time, and cannot fail to inspire sincere regret at the announcement of her demise. The mortal remains were brought to Maryborough by steamer, and interred in the local cemetery."

Mrs. Harwood.

Mrs. Harwood was in her 88th year at the time of her death. Was a lady of amiable disposition, and is still justly regarded as one of the first lady pioneers of the Wide Bay district, and, like her husband, met with many terrible adventures and hairbreadth escapes from the blacks. As a tribute to her memory, Mr. Harwood erected an expensive and handsome monument in the old cemetery, in which more than one pioneer colonist is laid to rest, on the tablet of which her many virtues are recorded. Mr. Harwood, who resides on his property with his second wife in Lennox street, Maryborough, though in his 79th year, is hale and hearty, may be considered an authority on all that took place at the first settlement of Maryborough, and can tell some stiff yarns of the lives of pioneers there, fraught with dangers and perils of which the present generation have no conception. Mr. Harwood's experiences in the Queensland Mounted Police Force alone would fill several large-sized volumes, and it is said he intends to publish an interesting record of those bygone days.

James Dowzer.

James Dowzer was born on 10th December, 1826, at Clongall, county of Carlow, Ireland, where his father, Michael Dowzer, was a farmer and innkeeper. When about three years old, he was brought to Tomacork, near the market town of Carnew, county of Wicklow, and adopted by his grandfather, with whom he resided until his 22nd year, being educated in the Protestant School, conducted by the rector of the parish, and qualified trained teachers of Dublin. In 1850 he married, and shortly after went to Dublin, where he entered the ironmongery establishment of Smith Brothers, in Capel street, as general assistant, and from thence went to Birkenhead, Liverpool,



MRS. HARWOOD

Second White Woman Old Township.

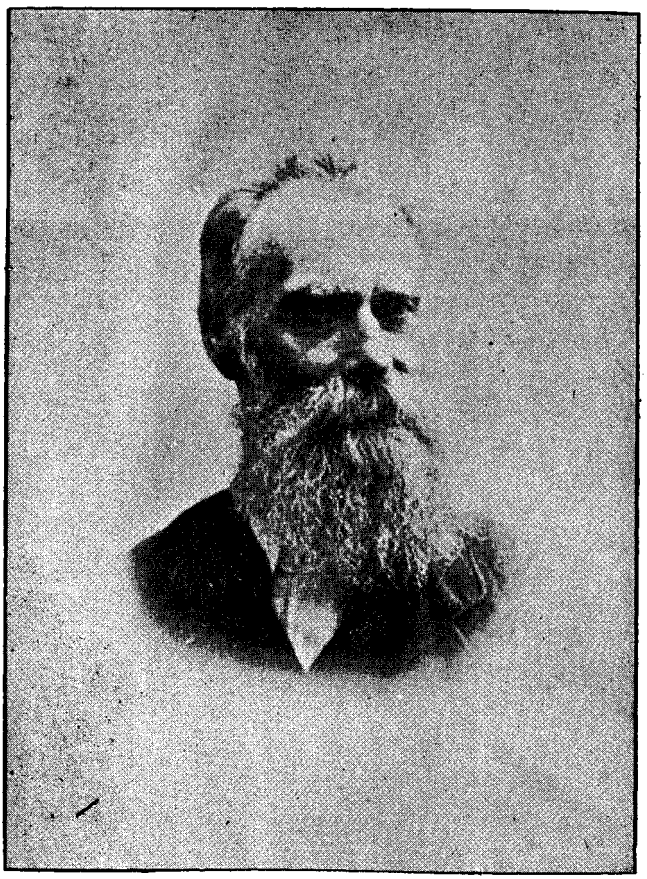
and on the 12th March, 1853, sailed for Queensland in the ship *John Fielding*, with 200 other emigrants, which arrived at Moreton Bay on July 12 following. After considerable difficulty in working the passage from the Bay to Brisbane in a lighter, there being only about 18 inches of water on the river bar, the passengers had to wait several hours for the tide to shift the vessel over. On arrival at Brisbane, Mr. Dowzer was unable to procure employment where his wife would be associated with him, shepherding and hut-keeping being the only spheres available, so he declined these, and ultimately, through the influence of Captain Wickham, Government Resident, was appointed to the Ipswich Police Force. Colonel Gray was then P.M., and, as Mr. Dowzer's duties were very light, he was enabled to employ spare time as harness-maker with the late Christopher Gorry, who then carried on a large business in the saddlery line. Mr. Dowzer continued here about six months, when he retired from the police, and entered the service of Mr. Richard Gill, saddler and storekeeper, of Bell street, at a salary of £3 per week, and ultimately, through the influence of his employer, went to Wide Bay, and arrived at Maryborough in November, 1854, when he found about fifty people located in huts, erected in the purely primitive style of bush architecture. The township was established on the site now known as West Maryborough or the "old township," which then had but one public house, the Bush Inn, of which the late E. T. Aldridge was the proprietor. There was also a blacksmith's shop, occupied by Charles Hickson; a butcher's shop by John Ward; Jas. Fanning, bootmaker, Charlie Thompson, a tailor, famed for misfits. There were also Dr. Palmer, a clerk of petty sessions named — Thorsby, a cabinetmaker named Martin, who made chairs that would invariably break down when sat upon. The rest of the population comprised sawyers, splitters, and their families, and last, but not least, the renowned William Furbur, who had just returned from Ipswich, after having his head put in order by Dr. Dorsey, having nearly received his death blow by a blackfellow's tomahawk, the head hanging by mere skin, and there was a deep cut in the back of the neck. Mr. Dowzer says he often examined the scar left on poor Furbur's neck, but never could realize how he rode back to

Ipswich, a journey of about 150 miles, in ten days in the condition he was in. Furbur, together with his son-in-law, met his fate three years later at the hands of two blackfellows whilst felling timber on Teddington Creek, near to the present Maryborough Waterworks. The crime was atrocious, though it was believed that Furbur brought it on himself, as it was well-known he did not spare powder or ball on the "darkies." The most lamentable part of the affair was that Williamson, who had married Furbur's daughter, had just arrived from Sydney, and was ignorant of any injustice done to the blacks, should suffer with the man against whom they had a grudge.

Mr. Dowzer carried on business at the "old township" for some time as saddler and storekeeper, and took Richard Paling as partner into his business, who, however, shortly after left to join his friends in India, and Mr. Dowzer subsequently shifted to premises in new Maryborough, on the site now occupied by Hockley and Co. and adjoining buildings, where he took Mr. John Purser as partner, and the business was continued with varying success until the firm abandoned it in the latter part of 1865.

From that period until the present year Mr. Dowzer has been connected with most of the local, public and private institutions, and was nearly the cause of establishing the School of Arts. He also helped to initiate the Maryborough Hospital, and was elected one of the first aldermen, Mr. H. Palmer being the first mayor, Mr. John Eaton next, and Mr. Dowzer third, having succeeded him in that capacity in 1862. Mr. Dowzer was appointed to the Commission of the Peace on 1st January, 1863, and a magistrate to give consent to the marriage of minors in 1881. On retiring from business, he engaged in dairy farming, and carried it on near Maryborough for about eight years. His dairy stock getting so numerous, he took up new country and removed to Tiaro, his present abode, where he is still engaged in pastoral pursuits and dairy farming. He has long been a successful exhibitor in live stock, dairy and farm products, and obtained numerous prize medals and certificates at the Maryborough, Gympie and other exhibitions.

During his residence in Maryborough, Mr. Dowzer has been associated with almost every public movement for the



JAMES DOWZER,

Tiaro.

advancement of the city and district, and was instrumental in having the municipality established. The primary system of education had his help as member of the committee for several years, during which the first primary school was erected. This relic of the past still exists near the old Immigration Barracks. Mr. Dowzer has been connected with local building societies, and a director for over nine years of the Permanent Society, of which Mr. J. Purser has been secretary since its inception.

He was twice mayor—first in 1863 and in 1876. During his term of office Mr. Dowzer showed great firmness and determination of character, when the late T. Hutchins and G. Howard (Cockey) organized a mob to destroy the corporation fence and gates erected to enclose this 90-acre town reserve. (This exciting episode caused great sensation in Maryborough, and is often still referred to by "old hands.") Mr. Dowzer took an active part in establishing the Wide Bay Farmers and Agricultural Society, an institution which, as shown elsewhere, was very successful.

On retiring from business in 1865, and during his occupation as dairy farmer, he attended to the requirements of the School of Arts, and for fully eight years acted as secretary and librarian to that institution. He was also engaged in many other capacities, and his public acts are recorded in the local *Chronicle* and *News*, of which want of space alone prevents a longer record.

On the establishment of the Divisional Boards, Mr. Dowzer was one of the first nine members appointed for the Tiaro Division, and unanimously elected the first chairman, and, with the exception of that period, has continued and is still a member of that board. To Mr. Dowzer the citizens are mainly indebted for the present Botanical Gardens, which were fenced during his second mayorality, and, with the assistance of the then Town Surveyor, the late Mr. William Ramsay, he planted the first twenty-five ornamental trees therein. Among these are the Banyan, fig trees and others, natives of India and South America, which were sent from the Brisbane Botanical Garden by the late Curator, Mr. Walter Hill. Mr. Dowzer was one of a committee appointed to carry out the erection of the first wharf at a cost of £500, given by the New South Wales Government before separation of the colony, and was also

appointed lieutenant in the Queensland Rifle Rangers, one of the first corps established in Queensland, of which Mr. R. B. Sheridan was captain. He was also a director and chairman of the Cotton-growing Association in 1870.

At the laying of the first stone of the Primary School, by the late Chief Justice Cockle, the following correct copy of a document sealed in a fruit bottle was placed under the stone :—

"The foundation stone of this building was laid on Wednesday, the twenty-second day of March, in the year of our Lord, One Thousand Eight Hundred and Sixty-five, by the Honourable James Cockle, Chief Justice of Queensland, in the fifth year of the Governorship of Sir George Ferguson Bowen, G.C.M.G.

"PATRONS—Henry Palmer (Mayor), A. W. Melville, Esq., E. B. Uhr, Esq., James Dowzer, Esq.

"Henry Palmer, Esq., Mayor, chairman of building committee.

"John Purser, Robert Graham, jun., honorary joint secretaries."

MARYBOROUGH, 1896.
Kent Street Looking E st.

PART II.

NEW MARYBOROUGH.

THIS title may be justly applied to the present city which, having risen from the ashes or mists of the past, is rapidly forging on to progress and prosperity. It is only those who return here, after long years' absence, can justly estimate the improvements which have taken place in the old spots which in the early days were little more than reclaimed from nature and kept in order by the bushman's axe or saw. Who would have thought in 1850 that Ululah Lagoon would ever have been surrounded by the beautiful and well-built residences of Messrs. E. B. C. Corser, J. M. Stafford, and H. J. Gray, all more or less delightful homes in which taste, culture, and adornment prevails, whilst their adjacent gardens are filled with foliage, ferns, and flowers, with which similar habitations elsewhere unfavourably compare?

In the early days, the usual surveyor's broad-arrow cut on the ground or on a tree was the sole limitation of streets or thoroughfares, and till the year 1860 no attempts were made by residents to advance the town or render it a worthy abiding-place. A single store or an hotel, one baker, butcher, saddler, or shoemaker were sufficient for the community who dwelt in a happy family state together, and generally had "all things in common." Better, perhaps, it would have been for many had those primitive easy-going times continued, in lieu of the rapid strides made by civilization, and the changes which fashion and modern custom has imposed as necessary to existence, for really the New Maryborough doth in no way resemble the Old. Those hardy sons of toil and endurance, who were lords of the stockwhip and adepts at "bull-punching," have passed away, and the names of George Robertson, George Bennett, Jack Richmond, and George Irwin are, with a score of others, almost forgotten or seldom mentioned, unless when

two or three "old hands" foregather at the "Ariadne" or other hotel relics of bygone days.

Great difficulty, as will be supposed, has beset the path of the author in obtaining even the most scanty particulars of these bygone men who appear as indelibly stamped out and forgotten as though they had never existed. Such fragmentary evidence, however, as has been obtainable, will be found among the biographies contained in this volume.

New Maryborough is, of course, quite the reverse of Old Maryborough. In it "old things have passed away and all become new." The ancient "bull-puncher," "bearded like the pard, full of strange oaths," and dust begrimed moleskin pants and cabbage-tree hat, is seldom met now. The periodic sprees nowadays are but harmless affairs (cheques for large sums gained by team-driving or shearing are heard of, but seldom seen), and the orgies, revelries, and devilries of ancient times are but remembered among things that were and are not. In 1855, the female element was small; in fact, there were not more than six white women in the town and about four in the district—certainly not twenty in all. The absence of females of refined tastes and habits from any community is always a source of demoralization, and, failing their presence, strong passions, unchecked are often excited and apt to run riot in less harmless sports than courting, flirtation, or even dancing; whilst the want of wives was felt by the more moral portion of society, that leaning to less attractive females, gratified some of sensual tastes with aboriginal partners, who were in most instances quite as faithful to them as their more favoured European sisters. In 1860 immigration to Queensland brought several vessels to Brisbane and Maryborough, and, as among the girls who landed here, several were fair to look upon, they were soon married off instead of having to enter into the servitude they had expected. Some of the unions thus contracted turned out happily. Speaking of immigration, reminds me of Charles Colville Horrocks, a prominent man here in bygone days, and co-equal with Geo. Faircloth, P.M., afterwards appointed to Gympie in 1878, Robert Gray and Henry Jordan were instrumental in augmenting our population by lectures in the old country. But for immigration to Queensland, Maryborough would not have increased its population for years,

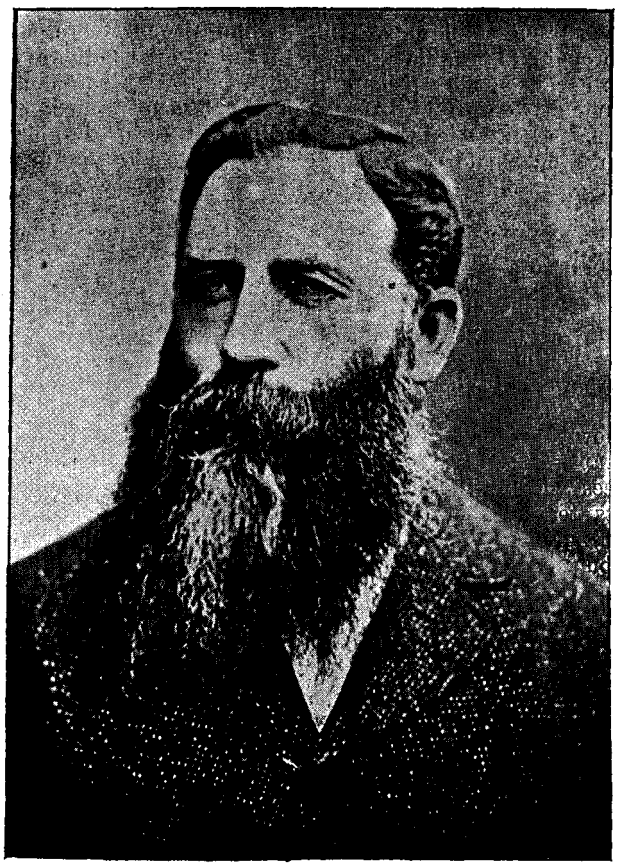


JOHN HARWOOD,

First Police Constable, 1850, Old Township.

and the living stream set in from the United Kingdom in 1869, with 6,701 souls for that year, continued in ratio till 1873, when 15,741 landed, and many of these came to Maryborough and the Wide Bay district. Owing to overcrowding the market, free immigration to Queensland was suspended in 1878, and population was only augmented by visitors from the adjacent colonies. The following were the vessels which arrived here :—Glamorganshire (290), May 3, 1874 ; Alardus (250), June, 1873 ; Golden South (500), June 2, 1866 ; Lady Bowen, steamer, 1864 ; Sultana (425), 1864 ; Oscar, China ship (150), July, 1873 ; Ariadne, first immigrant ship, wrecked Hervey's Bay, October 5, 1862 ; several lives lost ; Gloucester (222), 1873 ; French barque, Paramie, wrecked October 7, 1873, many lost ; Humbolt (500), October 29, 1873 ; Wild Wave, wrecked, Lady Elliot's Island, February, 1864 ; Maria Yassa, ship (250), April, 1874 ; Fiery Star, burnt at sea, April 19, 1865 ; Tim Whiffler, second trip (365), June 2, 1875 ; Great Queensland (508), October 9, 1874 ; British Admiral, wrecked May 22, 1874 ; Polmaise (200), lost February 2, 1865 ; Gauntlet (308), December 31, 1874 ; Sultana, 1864 ; Artemisia, December, 1848. This list shows a continuous flow of immigrants for some time, and it is to be regretted so many disastrous wrecks occurred in Hervey's Bay, just in sight of port. The Ariadne, on the night of October 5, 1862 ; the Paramie, October 7, 1873 ; and the Fiery Star, burnt at sea, were terrible calamities.

The arrival of immigrant vessels with nice girls gave opportunities for choosing eligible partners at parties and balls, for there was much fun after dark at Thacker's Hotel, at Geo. Howard's " Steam Packet," and at Durack's, where the " light fantastic " was kept up till the early hours of morn. There were clerics who visited Maryborough from Gayndah and Brisbane, and one or two stationed here, who usually put matters right in matrimony, and among these I may mention the Rev. B. G. Wilson, Baptist minister, a kind and thoroughly unbiassed man, who, with his colleagues, the Revs. J. T. Hinton and S. Wilson, performed the marriage service for most of the Protestants who came together from 1850 to 1862 ; whilst the Roman Catholics had the ministrations of Dean Tissot from 1856. As the Church of England and other denomi-



NEIL BLUE.

nations are more thoroughly described later on, I need but add that the Rev. E. Tanner was the first preacher at the old township, but, having bad health, resigned in favour of of Rev. Mr. Dodd. Marriages were also performed by the Registrar, Stanley G. Hill, at the Court House, Maryborough. It is a notable fact that up to 1863 there were no harlots in the streets of Brisbane, and Maryborough was singularly free from this undesirable class. In most cases females here "led astray" had but themselves to blame, since our male residents, though not averse to fun and frolic, were, as a rule, honourable men, and ever ready to make amends for any wrong-doing.

But as the curtain of the past descends on the weakness of a bygone generation, let us raise it on the portraiture of the present, or New Maryborough, where on the broad lands we have wrested from Nature architectural beauty by the hand of Art has obliterated all traces of former barbarism. Where once the old aboriginal patriarch and his gins camped at the corner of what are now known as Kent and Bazaar Streets, we find Stupart's Drapery Palace; whilst further on, where tall arborescent trees add to the beauty of the Royal Hotel, numberless teams, laden with wool, once daily arrived. The Gayndah road at that period was terribly dusty and droughty in summer, and in winter full of mud and slush, so that the drivers as well as their bullocks were fairly entitled to a well-earned drink or feed at Aldridge's Bush Inn. Though this house has been remodelled to meet modern requirements and civilized tastes, there are not wanting "old hands" who quaffed many a tankard in those early days, and yet revert regretfully to the happy meetings with chums and boon companions at the Bush Inn, and the "jolly sprees," lasting for days, they had. It will take fully another century to obliterate these blissful memories from the hearts of the bushmen, "bull-punchers," stockriders, overlanders, shepherds, and shearers of Wide Bay. Some of the "yarns" told at these gatherings would bear reproduction were there but space here, and it is with reluctance that I leave the subject. They were in reality, life stories, faithfully told. Well did Gordon, the poet, depict scenes familiar to me at Wide Bay:—

'Twas merry in the glowing morn among the gleaming grass,
To wander, as we've wandered many a mile;
And blow the cool tobacco cloud, and watch the white wreaths pass,
Sitting loosely in the saddle all the while.
'Twas merry in the black woods when we spied the station roofs,
To wheel the wild scrub cattle at the yard,
With a running fire of stockwhips, and a fiery run of hoofs,
Oh! the hardest day was never then too hard!
Ah, nearly all our comrades of the old colonial school,
Our ancient boon companions, Ned, are gone;
Hard livers for the most part, somewhat reckless as a rule,
It seems that you and I are left alone!

And mournful too, it is, to contemplate the early fate of those ancient boon companions, from George Irwin downwards. Who now can supply the number of "loving cups" drained by such at Aldridge's, Thacker's, or Howard's, with the usual toast "Here's luck!" or "More of the same sort!" I do not suppose anyone ever thought of keeping such tally; even the barmen are dead, whilst Aldridge, Thacker, and Howard sleep the sleep of the just in their respective graves. Men they were, endowed by nature with many virtues and few faults, remembered still only for the good they did in their day and generation. The old Blossom Inn is extinct, not a stone left to mark the site where many a "howling spree" took place. Jack Richmond's shanty at the Six-mile has lost its glory, and only remembrance of what has been remains.

Storekeeping in Maryborough may be considered to have its origin with Messrs. Uhr, Aldridge, and Dowzer, all of whom had small establishments in which articles, useful and necessary for bushmen and stations, were vended; but in New Maryborough, the first store filled with goods of more modern attractions for the million, was opened by Mr. Robt. Travis, who, associated with Mr. Melville, carried on this business for some time with great success. In the early fifties, the class of goods required was very different to that at present. Modern taste and fashion has quite eliminated the affection we cherished for old time properties, which were recommended by our grandmothers as protections against colds; in clothing especially, these changes are noticeable, and at present there is no dress, pattern, or colour chosen, or in request, which was "all the rage" in bygone days. Our bushmen and teamsters no longer use flint and steel to light their pipes. Bell and Black's

matches or "tandstickers" are cheap enough to waste in all conscience, and bandana silk kerchiefs are equally cheap if wanted for crackers on stockwhips. Our female "helps" can now get a dozen yards of print at Harris' for the price paid in 1850 for a single yard of inferior material. Glancing back o'er the vista of the past, do we not observe how fluctuations of trade made great changes, even in the drapery line in Maryborough. Cutler and Co., of "London House," Scott, senr., G. H. Nightingale, Buss and Co., R. Jones, R. Dearnaley, W. Williams, John Graham, Pyne and Foster, and last but not least, Stupart and Young, and of all these G. Stupart's large drapery palace alone surviving! But not only in drapery and other businesses have we had startling changes, and men apparently most staunch and reliable established emporiums of trade which for a while commanded patronage. Who does not remember Christoe's Free Exchange from which so much was expected when Gympie mines were in the ascendant and so few dividends declared? Land was offered for sale in 1865, which is at the present day in the market, with but few improvements, and at but small advance on the original price; unless in main thoroughfares, acres can be bought cheap. Mines, including Gympie, to which this city owes its rapid strides to opulence, are at present recording but small returns, and new life, energy, and capital are necessary to restore confidence in the existence of extensive auriferous reefs or payable alluvial in the Wide Bay district. But, as nothing earthly stands still, so passes the long procession of those we knew or cared for, and with them many of our cherished hopes and plans of prosperity. Among the greatest or most notable changes here are our modes of traffic; the bullock and horse teams, whereby station produce was carried to the wharves, and stores returned, often with long and vexatious delays from the state of the roads. Now, we move faster; even "Cobb's telegraph line of Royal Mail coaches" which carried all before them throughout the colonies, and ran between Maryborough and Gympie, have made way for railway traffic and greater speed, and better accommodation in transit. A trip by rail or steamer now is a treat, as the lines pass through some remarkable but beautiful scenery which can be viewed leisurely and with comfort; whilst the coastal steamers cannot be surpassed

for the excellence of their accommodation. 'Buses (Hogg and Cheyne's) ply at stated times from Kent Street to Newtown, going as far as Crocker's Globe Hotel for 3d. No need to walk now when such locomotion is provided, or cabs will go a mile or two for a shilling.

It will perhaps appear remarkable, yet it is a fact, that the nationalities of the Maryborough people are—English 1, Scotch 2, Irish 3, Germans and Danes 4, Chinese and Aliens 5. The Scotch predominate everywhere, and most of our leading men are of Scotch descent. Hearing this, it seems strange that the Caledonian Society, a thoroughly representative national institution, is not better supported or stronger interest taken in its progress. The Presbyterian is, undoubtedly, the best supported kirk in Maryborough, and whilst other churches have occasionally to appeal to their adherents to help to increase the funds, the Presbyterian is reported in good financial position.

As it is well to hear opinions when fairly expressed of our town or rather "city" (don't forget it, ye newspaper scribes in future), I give the following from an official publication: "Maryborough is a large town on the Mary River, 26 miles from the entrance in Sandy Island Straits. These Straits are formed by Fraser's or Great Sandy Island, and named from Captain Fraser who was murdered there by blacks when his ship, the Stirling Castle, was wrecked in 1838. The island is 68 miles long by 14 broad at its widest part, and three miles at the narrowest. Breaksea Spit, at the north end, runs out for 19 miles from land. Vessels from Brisbane for Maryborough enter the Straits over Wide Bay Bar between Inskip and Hood Points, and thence 28 miles in to the mouth of the Mary. The natural formation of this Strait, having Fraser's Island on one hand and the mainland on the other, makes it resemble a river, the various bays in which are a paradise for oysters. There is little attractive scenery until the farms and cane plantations near Maryborough are reached. In the early days the Mary was called "Wide Bay River," "Mooroboccoola," and "Monooboola." The aborigines call it "Goodna," "Yaboon," "Coong," and "Gooromandah." The blacks of the Mary belonged to the "Mangiburra" tribes, and the Fraser Island to the "Doomdooras." The latter had an especially evil repute, and many a shipwrecked

sailor met a cruel death on these shores in bygone days. The blacks there in 1850 were estimated at 8,000; they are quiet enough now, and the tourist may traverse all this part without fear. The "White Cliffs" is the site of the quarantine station, and a favourite place for watering vessels. About three miles further is the State Forest Nursery, established to grow pine trees. Remarkable to state, no cedar grew on Fraser's Island, its soil not being suitable.

The following incidents are recorded:—"The first explorer of the district was Mr. H. S. Russell, of Cecil Plains, Darling Downs, whilst looking for new pastoral country. Petrie followed him to seek for new rivers. These two explorers discovered "Bracefield" and the "Durham Boy." In May, 1842, Mr. Jolliffe, one of the Russell party, took up country near Girkum, and stocked it with sheep for Mr. Jno. Eales, of Hunter River. Great destruction of flocks and murders of shepherds caused the place to be abandoned, till 1847, when Geo. Furbur settled in the same locality, and started a store and small public-house. The particulars of his sad death are yet in remembrance and recorded elsewhere. Surveyor Burnett explored the river which bears his name in 1847, and reported a fine site for a town—now Bundaberg. The local squatters of 1848 were—M'Taggart (Kilkivan), Hawkins (Bonaro), Lawless (Boobigan), Jones (Baramba), Corfield (Gigoomgan), Perrier (Degilbo), Herbert (Ban Ban), and Dr. Ramsay (Cockatoo). In this year the Aurora, cutter, brought a boiling-down plant to Maryborough to boil down catarrh sheep from Baramba. This plant was afterwards sold to Uhr, who entered into this business. In 1840, 1,400 bales were exported from the old township, and in 1854 the William Muskin, steamer, was laid on; first land sale 1852; first newspaper, *Wide Bay and Burnett Times*, published by Wm. Keith and Thos. White, March 6, 1860; *Maryborough Chronicle*, November, 1860; first sawmill started by Sims and Pettigrew; Maryborough declared a port of entry, 1859; Customs House erected in 1861; discovery of gold at Gympie in October, 1867—brought a new and sensational era of prosperity; steam traffic between Brisbane, Maryborough and Rockhampton, started in 1859 by the A.U.S.N. Co., with the Tamar, Captain Cottier, commander; Mary-

borough was represented then in Sydney Parliament by the Hon. W. H. Walsh, M.L.C., and Gilbert Elliott; Maryborough and Wide Bay Cotton-growing Association, founded November, 1859—capital £3,000 in £5 shares, afterwards increased to £5,000† Sir George Bowen visited the district in October, 1860, and found the company progressing. In 1865, the Maryborough Sugar Company started on 1,000 acres at Tinana Creek, and made sugar and distilled rum. Sugar-growing afterwards became universal, and large plantations were established. The Yengarie Estate was founded by J. C. White, who also established abattoirs for boiling-down purposes, but did little till *Tooth and Cran, of Widgee, began boiling down and making extract of meat. Finally, they turned it into a vast sugar mill and refinery, which is still in progress.

The Wide Bay and Burnett districts comprise that part of Queensland extending coastwise from about 24deg. 40min. to 26deg. 40min. S. latitude, and from the Pacific Ocean on the east to the Dividing Range on the west, being fully 150 miles in its greatest width and covering an area of about 17,000 square miles, or about 11,000,000 acres, being larger than Wales with the counties of Yorkshire and Cumberland included. It is encompassed north, south, and west by continuous mountain ranges which form the watershed of the Kolan, Burnett, and Mary rivers, and sharply mark off the riverine system, thus defined from the systems of the Brisbane, Darling, and Fitzroy, and other less important rivers. The sinuous trend of these mountain ranges gives the district a scolloped or indented outline, causing the whole to assume somewhat the shape of a vine leaf, of which the island known as Fraser's or "Great Sandy," separated from the coast by only a narrow tide way, and jutting out north-easterly into the Pacific, would be the stalk. The configuration between these boundary lines is simple. A coast line trending S.E. and N.W. runs parallel to the seaboard, at an average distance of between 50 or 60 miles, and divides the district into two unequal portions. The

†NOTE —Some of these dates are not quite correct, though from official sources.

*NOTE.—In July, 1873, a consignment of Tooth and Cran's extract was actually imported from England to Maryborough—where originally made—to check the high price charged for cattle in this colony.

smaller of these—or Wide Bay proper—comprises the whole of the coast region between the last named mountain chain and the sea, including also Fraser's Island; and occupies about two-fifths of the area of the united districts. It differs considerably in natural features and climate from the Burnett proper, which occupies the remaining three-fifths, and lies wholly to the westward of the coast range. The Wide Bay portion includes the basins of the Mary, Kolan, and other small coast rivers, as well as the country along the lower course of the Burnett, and since all these rivers have well defined watersheds, rising in some instances to considerable altitude, the result is a pleasing diversity of scenery, as well as an equal distribution of sites fitted to attract and support population. The character of the Burnett is more uniform, being of tolerably level tableland, of an altitude from 1,000 to 1,500 feet above the sea, through which the Upper Burnett and its tributaries, Baramba, Boyne, Auburn, and others, pursue their tortuous course. On approaching, however, the encompassing mountain chain which everywhere borders this inland river system, the scene changes; rocky glens and precipitous cliffs succeed to the gently rolling upland, and form on all sides a picturesque fringe to its tamer features. The united waters of the Burnett and its affluents find an escape through the coast ranges, where they have formed a gorge of considerable length and depth. The river bed, at this point, contains hardly any water during the greater part of the year, but, after a brief season of rain, it becomes a raging torrent, dangerous to cross even in boats, and hurrying along trunks of trees, rocks, *débris*, &c., with irresistible force seaward. A little to the north-west of this gorge, the coast range culminates in a lofty peak—Mount Perry, buttressed on all sides with mountain masses of a broken or irregular character, showing signs of extensive volcanic action, and highly mineralized. These features are continued, though in a less remarkable degree to the junction of this vast mountain system with the east and west chain—Dawes Range—which forms the northern boundary of the united districts. In this angle the River Kolan and its tributaries take their rise, and thence pursue a south-easterly and north-easterly course through champaign country of high pastoral value, finally reaching the

sea to the north-west of the flat, sandy, and marshy delta country formed by the Burnett. Crossing the latter river and following the coast, we pass in succession the Elliott, Gregory, Isis, Cherwell, and Burrum rivers, the last four forming a connected river system in miniature, and discharging their united waters into Hervey's Bay. The latter is a wide inlet of the Pacific, intercepted between Great Sandy Island and the mainland, open to the north, and tapering southwards, until it runs into a narrow strait abounding in shoals and small islands, and opening at the further extremity into Wide Bay, whence the maritime portion of the district takes its name. At the point where Hervey's Bay merges into the narrow tidal channel referred to, it receives the waters of the Mary River, the sources of which are in a lofty and densely wooded chain of mountains forming part of the southern boundary of the district. The Mary pursues a northerly course, collecting a number of affluents, and draining the wide valley, which extends between the principal coast range, and a secondary range of the same kind parallel to the former but nearer the seaboard. Returning to the coast, and pursuing a direction southward from Sandy Strait, we reach a line of dunes, or sandhills, extending south to Point Arkwright, where the Durundur Range, which bounds the district to the south, abruptly falls off to the ocean. Behind these dunes, separated from the open sea, is an inlet or branch known as "Tin Can," or, as the natives call it, "Tinkun Bay." Here a continuous chain of lagoons, shallow creeks, and swamps prevail, and the chief outlet for this intercepted drainage is at Laguna Bay, where a gap in the sandhills permits the tide to sweep in and out, and forms a port—"Noosa"—accessible to vessels of light draught.

Territorially, the district is divided into the counties of Bowen, Cook, March, Lennox, Fitzroy, Mackenzie, Newcastle, and Wicklow; and politically into the electorates of Mulgrave, Maryborough, Wide Bay, Gympie, and Burnett. The line which divides the "settled" from the "unsettled" portion of the district connects with the boundary between the maritime and the inland division, or Wide Bay proper, and the district of Burnett proper.

The principal centres of population are:—Maryborough, the capital; Gayndah, the earliest settled township;

Gympie, headquarters of the gold-mining industry; Mount Perry, occupying a similar position in the copper industry; Bundaberg, a port of entry and agricultural emporium at the mouth of the Burnett; and Nanango, a small hamlet on the Upper Baramba Creek, near the southern verge of the district. Telegraph lines now extend to these and all other places of importance, whilst the main roads, once so busy in dray traffic, are now almost abandoned, by reason of the greater facility afforded to the travelling public by railways.

Traversed by the 25th and 26th parallels of south latitude, and extending not more than 150 miles inland, these districts enjoy on the whole a mild and equable climate. Excessive heat is less common than in other parts of Queensland, and the growth of vegetation is promoted by an abundant rainfall, most copious near the coast. The summer months are October, November, December, January, and February, during which a strong dry heat with vivid sunshine prevails, broken however, by occasional thunderstorms and electrical disturbances of singular fierceness. This torrid season is followed by a rainy one of about six weeks' duration, the moist heat at the beginning being very trying to new comers, who thoroughly appreciate the more genial and enjoyable season which commences in April when nature resumes its tranquility with the so-called "winter." In July, 1896, the thermometer stood at 26deg., and at daybreak the hills and plains were covered with hoar frost. This Arctic state of affairs was usually changed ere midday when the sun shone forth with great brilliancy and intense heat, affording a marked contrast to the severity of the night's cold. Floods which did not trouble the early settlers much, have of late been frequent, though these visitations have caused more annoyance and inconvenience than actual damage, and settlers are now sufficiently familiarized with them to secure themselves against very heavy losses.

In a country marked by so many prominent natural features, considerable diversity of scenery must exist, and the same holds good of the comparative value of different portions for settlement and cultivation, some areas being doomed to perpetual sterility, whilst on others nature has bestowed her choicest treasures without stint. The sea coasts generally are somewhat tame, though their monotony

is agreeably relieved by tall peaks and densely wooded mountain ranges at no great distance inland, and by the exuberance of bird life peopling the secluded bays and inlets, or the broad foreshores and mangrove covered islands and mud patches in Hervey's Bay and the neighbouring strait. Great Sandy Island is, as its name denotes, a mass of sand, rising on the east side into peaks some hundreds of feet in elevation, densely wooded in some parts, notwithstanding its uncompromising and barren soil. Along the central ridge are numerous springs, which, forming creeks, swamps, and miniature lakes assist in maintaining luxuriant undergrowth of vegetation differing in many respects from the adjacent mainland. The island is in theory maintained as a kind of native reserve, where the remnant of the aboriginal tribes for a considerable distance along the coast may congregate, and follow their immemorial habits and traditions without molestation. The "privilege of sanctuary" thus accorded, has, however, been greatly encroached upon by parties of lumberers who rapidly cleared off all the best timber, and destroyed in corresponding degree the sylvan seclusion of the island.

Returning to the mainland, it is found that the prevalent character of vegetation and scenery is similar to all parts of Queensland. The general groundwork is open forest, comprising various species of eucalyptus, acacia, angophora, exocarpus, casuarina, Banksia, and other sombre-hued trees, bearing the impress of that dull monotony which as a rule characterises the Australian landscape. But with all this, there are in its semi-tropical parts, at intervals, patches of dense and luxuriant forest growth, corresponding to the "jungles" of the Indian and Malay Archipelago, teeming with Asiatic and oceanic forms of vegetation. These "scrubs," as they are locally termed, are of two kinds, one lining the banks of rivers and affecting alluvial ground, the other clothing ridges or rocky hills to the height of fully 1000 feet. The riverine or alluvial scrub is invariably a sign of rich soil, as well as of sites liable to inundation. The mingled vegetation of figs, laurels, eugenias, and other innumerable evergreens with bright glossy foliage, festooned with passion flowers, wild vines, climbers, and creepers of all sorts with exquisitely coloured and scented blossoms cannot but attract the beholder, whilst the

funereal-looking Araucarias tower high above the gay profusion of glinting leafage and brilliant flora, struggling upwards to the sunlight, and forming a striking and lovely contrast to the uniform green of the open forest, amid which these oases of tropical vegetation occur. The line of demarcation is, in a great majority of instances, sharply defined; here, the forest with endless vistas of silver grey or salmon coloured trunks and scant shadeless boughs, through which the sun seems to dart with redoubled intensity on the parched turf or dusty yellow road; there, a dense tangled mass of emerald foliage, impenetrable to the gaze, rising abruptly like a wall before the traveller, who unable to cut a path through these vine entangled shades, is oft compelled to make a detour of many miles. The "mountain jungle," as it is designated, is less dense, but owing to the preponderance of thorny twining plants is equally troublesome to get through; bush fires have, however, materially aided the work of clearing, but have also destroyed myriads of seedling plants; whereas the alluvial scrub, owing to excessive moisture, forms a complete barrier against fire, even in the driest seasons. The principal continuous areas of alluvial scrub are found between the Lower Burnett and the Mary. The whole of the country watered by the Burrum and its affluents was, until partly cleared for progress settlement, densely clothed with them, and there are also immense tracts in the southern part of the district between Kilkivan, Gympie, and Maroochie. When first taken up, the River Mary was fringed with scrub to a considerable breadth on either side. The Burnett scrubs, where they follow the river, are generally much narrower, but compact areas; some hundreds of square miles are met with at no great distance from Walla downwards. The "hill scrub" is found, more or less, on all the ranges within about forty miles of the sea, and in the south of the district, where the towering Bunya bunya *(Araucaria Bidwillii)* luxuriates in a damp and steaming atmosphere, and red cedar is here and there found; the two descriptions of jungle are closely blended. In striking contrast to the tropical luxuriance of the scrub, is the so-called "Wallum country," sandy, ill-watered, barren tracts, found adjacent to the coast, and presenting the appearance of having formerly consisted of mud-flats, sand dunes, and brackish

swamps, similar to those near the ocean. These "Wallum" patches support great clumps of dry, harsh and useless vegetation, interspersed with stunted Casuarinas and Banksias, the whole characterised by an aspect of dismal monotony, and presenting no landmarks to guide the traveller—hence the frequency with which men have lost themselves whilst attempting to thread these wildernesses, and often only being rescued by kindly aborigines, whom good fortune or Providence sent to their aid opportunely.

On the plateau of the Upper Burnett and its tributaries extensive tracts of rich arable land, almost destitute of trees, and resembling in parts the black soil country of the Darling Downs, occur. The mountain scenery on the borders is characterised by savage grandeur, and abounds in picturesque and romantic views which would captivate poet and painter. This is especially the case in the north-western angle of the district between the Mount Perry and Dawson watershed, where rugged tablelands, broken up by a succession of deep glens into lines of cliffs hundreds of feet high, have at their bases brawling torrents tumbling onward in a succession of snowy cascades. But the grandest display of majestic and lovely landscapes is revealed in travelling overland from Gympie to Brisbane, or *vice versa*. Though many natural beauties are seen when passing through them by train, it is well known much is lost to those who have never visited the metropolis by the old road, and travelled as was customary in bygone days on foot, on horseback, or bullock team. The road follows the seaward slope of the coast range, thus offering a constant succession of combined marine and mountain views, a panorama perhaps second to none other in romantic associations with any part of the world.

In natural productions, these districts do not differ materially from others in Australia having similar climate. The animal kingdom presents the usual marsupials—kangaroo, wallaby, native bears, and the myriad rat and mouse, "small deer" of the same order; flying foxes, bats, the echidna, or porcupine ant-eater, dingoes, wombat and platypus, the latter now rare are seldom met with; but the brief lists of animals is atoned for by the gorgeous profusion and variety of the feathered tribes. These are—eagles, kites, hawks, crows, pigeons of all sorts, owls, parrots,

curlews, cockatoos, bustards, turkeys, bower birds, laughing jackass, emus, and others too numerous to enumerate; whilst most streams are alive with ducks, swans, pelicans, storks, snipe, divers, &c. Reptiles include those harmless and venomous, lizards, iguanas, frogs, toads, snakes, land and water tortoises, and the fish-like reptile the "ceratodus," which inhabits the Upper Mary and its affluents. Crocodiles have also been captured near the Mary, but are supposed to have travelled here from other localities. The insect world is very well represented, and only kept in check by birds which prey on them. Scorpions, centipedes and spiders abound, whilst beetles of various colours are more admired at a distance than for their value; fire-flies are also visible at night, especially in close and rainy weather. Fruit is liable to attacks from insect pests, some of which bore to its interior with great persistency. Among the finny tribes, rock cod and kingfish claim pre-eminence in size. They are very plentiful at certain seasons, as are also mullet, which come into the estuaries and rivers from the sea and are captured and brought for sale to Maryborough by aborigines or adventurous fishermen. Rock oysters abound in the mangrove lined inlets of Hervey's and Tin Can bays, and all other sea delicacies are plentiful. The whole of this trade and conservation of our fisheries is under supervision of Captain Boult, a gentleman of large experience in piscatorial matters, and well fitted for the office.

Among special industries, the timber trade occupies a prominent place, and from the day the first settlers arrived to the present time, the felling of trees for various purposes has gone on uninterruptedly. Millions of feet of timber have not only been shipped to other parts, but both Burnett and Wide Bay have absorbed and utilised a like quantity, so that the vast forests have been gradually thinned of the best trees, and we must now either use the residue left or wait patiently the growth of others suitable for our purposes. In a bygone day both open forest and a dense jungle furnished useful timbers, either for strength, utility, or ornament. Cedar, the most valuable of Australian woods, was once abundant, but is now getting scarce; the grevillea, or silky oak, useful for casks, has disappeared, and many of the valuable scrub timbers have been exterminated in the process of clearing the land for agriculture. The inlets of

the coasts and banks of the tidal rivers are fringed with mangrove, avicennia, and other shore plants, among which is the ill reputed *excœcaria*, an euphorbacious shrub, whose milky juice is used by some Oceanic tribes to poison their arrows, the least wound from which is said to prove fatal. Inland the waters are fringed with hibiscus ægiceras; Moreton Bay chestnut, with its pendant laburnum-like foliage and flame-coloured blossom; aromatic melaleucas, with white, pink, or crimson flowers, and paper-like bark, and brilliant eugenias rich and glossy in the sunlight, aiding in blending in one vast picture all the shades of pink, scarlet, gold and green. The lowland pastures are spangled in their season with hundreds of pretty orchids, lillies, bluebells, ranunculus, vetches, and wild indigo; whilst in the shade of secluded dells tree-ferns spread their graceful fronds, and the noble corypha and Kentia palms rear high their feathery heads, and impart a tropical character to the landscape. Near the sea coast associating with zamias and cycads, Banksias, casuarinas and epachrids, the Screw Pine or Pandanus rises high and matures its large cones of scarlet fruit. Native fruits of several species occur in and on the borders of the scrub, and among these are the wild lime, the native guava, the Owenia or sweet plum, papaw, the carissa or "cream fruit," physalis or winter cherry. In the hill scrubs, the Delabechea or "bottle-tree" of the stercliaceous order, remarkable for its bulging trunk, softness of wood, abundance of sap, and edible farina in its cells, flourishes. Here also numerous species of wild figs yield abundance of milky juice which becomes an elastic gum on hardening. The araucarinas, dammaras, and podocarpus, or pines, abound in turpentine, which exudes from the bark wherever wounded, and collects in masses at the lower part of the trunk. Sarsaparilla from the similax plant abounds, whilst in the deeper recesses of the jungle gay coloured epiphytes cluster on to the lina-bound trunks, and the "staghorn" and "bird's nest" ferns add a grace and charm to the world of natural curiosities of the spot where the calymus or creeping-palm flings its festoons from branch to branch, and furnishes a much-prized material for walking-canes or whip sticks. On the poorer uplands the acacia is prominent, and supplies valuable tannin material, whilst the bitter gum resin of some eucalypti has a high

medicinal value. Probably as time goes on this and other products of the vegetable kingdom will prove important articles of commerce.

But it is not wholly in its vegetation that the wealth of the district consists. Nearly every metallic ore known to science abounds, in some instances of productive quality, in others of scanty proportions, though doubtless eventually capital and energy will develop many of the yet unworked lodes of auriferous ores or vast reefs which spread like a network of veins over miles of country, of which Gympie may be regarded as the starting-point. The principal workings up to the present are at Kilkivan, Black Snake, Jimna, Yabba, Nanango, Reid's Creek, Yarrol, Rawbelle, Cania, Degilbo, Gigoomgan, Manumbar, and Ban Ban, whilst good alluvial has been met with north and west of Mount Perry and other spots on the Dawson.

But whilst gold undoubtedly is more attractive to obtain than other metals, it must not be forgotten that these districts teem with copper, an equally useful material which is now lying dormant owing to the low price in the English markets. The same remarks apply to the great copper fields of Burra Burra and Moonta in South Australia, both being at a stand-still for want of a market for these products. Silver, combined with lead, has been found in various parts, whilst cinnabar covers a long range of country on the River Mary and the main coast, extending from Traveston to Gigoomgan in opposite directions. Antimony lodes have also been tested in the Wide Bay and Burnett districts with good results, but are now abandoned for other more necessary and remunerative ores. Prominent among these are coal, the surface indications from Miva southward and Bunda north covering a vast area—especially round Burrum and the Upper Mary. Among the valuable outcrops are cobalt, plumbago, fire-clay. Precious stones, such as diamonds and rubies, have been found by prospectors in the Auburn and other streams, and future prospectors and explorers will probably turn some of these to account and profit.

It is much to be regretted that the first attempts at settlement should have been marred by scenes of bloodshed, and that from the year 1836, when the captain and crew of the ship Stirling Castle met their fate at the hands of the

Fraser's Island savages, the path of progress has been marked by outrage and bloodshed, and that attempts to bring the wilderness under subjugation by the husbandman, has been accomplished only by loss of life and failure. Passing by the Fraser's Island episode, depicted elsewhere, we find the first regular explorers of these districts were Messrs. H. S. Russell, of Cecil Plains; Jolliffe, of the Royal Navy, and W. Wrottesley, M.L.C., of New South Wales, who explored the whole coast, on the rivers Brisbane, Mary and Fitzroy. In this year, led by Davis, or "Durham Boy," Mr. Jolliffe took up runs near Badlow for Mr. Jno. Eales, and stocked them with sheep. The blacks, being very treacherous and ferocious, compelled Mr. Jolliffe to abandon his office, and he was succeeded by Mr. Last, who likewise fell a victim with several shepherds to his adventurous spirit and intrepedity, and the station, owing to the continued hostility of the natives, was then broken up. From this time, and after the arrival of the late Mr. E. T. Aldridge and Messrs. H. and R. E. Palmer, advance toward settlement was but slow, though within three years the stations of Merodian, Barambah, Burandowan, Manumbar, Wetheron and Mondure were occupied and held by adventurous squatters. But it was not till 1847, when the rudiments of the future town of Maryborough were established by George Furbur, of Ipswich, at a place since known as "Rose Hill," that Kilkivan, Boobigan, Degilbo, Bonaro, Ban Ban, Boondamba, Taabinga, Dykehead, Hawkwood and Gin Gin sprung to note. These, however, were followed by an influx of new pastoralists, and the taking up of much vacant country on the Burnett and other localities. The presence of a fine navigable river probably formed a great inducement for new settlers from the neighbouring colonies. Tinana, on the south bank of the river, became a rallying point for shearing, or boiling-down of flocks from distant stations, communication with the south being kept up by a small trading schooner, the Aurora. Eventually the settlement was moved to the spot known as the "old township," but made only slow progress, till, through the energy and obstinacy of Mr. Labott, Government surveyor, the population were induced to migrate *en masse* to the present site as more preferable. Gayndah, long counted the inland metropolis of the district, can advance equal claims to

antiquity with Maryborough, having been founded in 1849 by Mr. Le Breton, to whom belongs the doubtful honour of establishing the first public house. From 1853, when the new settlement at Gladstone attracted population to the district, down to the date of Separation, its history is almost a blank. The whole population, with few exceptions, were engaged in pastoral pursuits, and "settlement," in the true acceptation of the term, there was none save within the surveyed townships of Maryborough, Gayndah and Nanango. The land agitation which succeeded the emancipation of the colony from New South Wales, paved the way for measures which led to permanent occupation and a vast increase in the productive wealth of the district. In consequence of the passing of the Land Act of 1863, a substantial agricultural reserve was proclaimed on the River Mary and Tinana Creek, and under that Statute, as well as the succeeding one of 1866, considerable frontages were taken up and partly cleared and cultivated. The discovery of the adaptability of the climate and soil to the growth of cotton, maize and sugar, gave increased value to land, and impetus to its occupation. But it was not till the more liberal Land Act of 1868 had extended the available area that settlement and its concomitant industries began to exhibit anything like the proportions they now hold. Until that period intending settlers were confined to Mary River Agricultural Reserve, and to such scraps and parings of land in the vicinity of other towns as the Government would allot for this purpose. But with the passing of the new Land Act the change came; whilst the discovery of the Gympie goldfield in 1867, when the Land Bill was under debate, was the means of pouring a large population into these districts, and creating new townships with auxiliary belts of agricultural settlement. River frontages then were greatly in demand, and fetched high figures, so that about 1870 the scrub lands on the Lower Burnett, Burrum and Noosa rivers were taken up, and the townships of Bundaberg and Tewantin sprang into existence. The universal mania of 1872 caused a more thorough exploration of country, and left as a residuum the township of Mount Perry, with its adjacent mines; Kilkivan, with Mount Clara and Mount Cora mines, as well as several other valuable mining properties elsewhere which yet only await

the investment of capital to become profitable and ensure many settlers.

The demand for land in this quarter has for years been unabated, and settlement has proceeded at a rapid rate, limited only by areas from time to time opened for selection. The river scrubs are not only nearly all taken up and cleared, but are in many parts under cultivation for maize, sugar cane, &c. The settlers and farmers are mostly of German and Danish origin, interspersed with a fair proportion of English, Scotch and Irish.

As the first settlers devoted their time chiefly to the rearing of sheep and cattle, for many years the export trade from the port was confined to wool, hides and tallow. At first sheep was the principal stock, but now on all stations east of the Main Range they have been replaced by cattle, the comparatively moist climate of the coast not being congenial to sheep, and the rapid encroachment of spear-grass, the seed of which proved destructive to young lambs, and also deteriorated greatly from the value of the wool. After the passing of the Land Act of 1868, large resumptions were made from the squattages east of the Main Range, this having the effect of reducing pastoral pursuits within the area thus affected to a position of subordinate importance. Beyond the boundary of the "settled" districts, however, the runs have continued intact, the freehold encroachments being limited to mineral selections, though it is well-known there are large tracts of land suitable for agriculture round Gayndah, Nanango, Degilbo and other places.

It is at once perceptible that cultivation is limited to the maritime portion of the district. The chief farming localities are the valleys of the Burnett, Burrum and Mary, and the lacustrine region to which Noosa Bay forms an outlet. On the Burnett and Burrum, maize is the chief product, whilst on the Mary saccharine produce gives employment to many mills (described later on). A few years back, oats, barley and lucerne were cultivated for local wants, but not sufficient to keep out southern importations. Tobacco has thriven well, but, for want of a market, is neglected as a crop, whilst cotton, once cultivated extensively, is now seldom heard of. Arrowroot and cassava (mandioc) used to yield well, but have never yet taken a place among local industries. Among our local fruits the

banana and pineapple are most abundant, whilst the citrus tribe flourish, and are in demand by buyers from "down south," who reap the profit which would accrue to growers who should combine in establishing the long-mooted, but never tangible, preserving factory. Wheat and other cereals have grown well over the Burrum and hill country south of Gympie, and all the European and sub-tropical vegetables are successfully cultivated.

The shipping and commercial interests of the district are aggregated at the ports of Maryborough, Bundaberg and Noosa. Maryborough exports gold, hides, tallow, sugar, rum, copper, antimony, timber, &c.; Bundaberg, chiefly maize, sugar, timber, molasses and copper ore; Noosa, almost exclusively timber. Imports to all the ports comprise general merchandise, limestone, pig iron, sugar, mats, and other articles required in manufacturing establishments. The A.S.N. Co.'s steamers were once the chief vehicles of the shipping trade, but there are now two rival companies (the A.U.S.N. and Howard Smith and Co.), with excellent steamers to take the traveller to any part of the world he may wish. In addition to a local fleet of smaller crafts, coastal vessels, &c., there is now railway communication with the metropolis or far north ports, and full cargoes of goods arrive periodically from England to order of local storekeepers, merchants and others.

Up to 1870 the census of population in these districts was unknown, but it was assumed that at that period the population was fully 22,000, distributed in the following ratio:—Maryborough and vicinity, 9,000; Gympie and Kilkivan, 7,000; Noosa and surrounding farms, 500; Gayndah and vicinity, 600; Mount Perry, 1,300; Bundaberg, 1,000; Nanango, 400; pastoral stations, 1,500; Fraser's Island and Tin Can Bay, 300; mariners and roving population, 700.

The Burnett District

is bounded on the east by the Pacific Ocean. It stretches westward to the mountain range which forms its western boundary. The most important point of interest is northward on the coast, Great Sandy (more familiarly known as Fraser's) Island, which forms Hervey's Bay. This island is

about fifty miles long, and is separated from the mainland at its southern point only by a narrow channel, unnavigable except by vessels of limited draught; large ones have to proceed northward and round the northern point; thence directing their course inland and southward, they reach Maryborough twenty-five miles from its mouth. The district is mountainous, with rich and fertile valleys and flats, intersected by numberless small streams, tributaries of the Mary and Burnett rivers. The Burnett runs through the district; the Mary from the south has a north-east course and empties into the southern portion of Hervey's Bay. The Burnett rises in the western range, and flowing easterly debouches into Hervey's Bay at its upper portion opposite the north part of Fraser's Island. The chief centres of trade in these districts are Maryborough, Bundaberg, Ningha, Gayndah, Gympie, Mount Perry and Nanango. The products of the Burnett are sugar cane, cotton, ginger, maize and arrowroot, and mines of wealth embracing coal, copper, gold, silver, tin, and other ores have been worked to advantage. It is needless to enlarge on these, as they are fully described elsewhere.

The Burnett and Wide Bay districts lie between those of Moreton and Port Curtis, the Pacific Ocean bounding all the eastern portion, and they are principally occupied for pastoral purposes—(in this division Fraser's Island is included). Soil and climate are eminently suited to the growth of tropical productions, such as sugar, cotton, arrowroot, ginger, &c., whilst at present sugar is the staple industry, though there are still large exports of wool, tallow, hides and other station products as of yore. It is a pity that cotton-growing was abandoned, and that maize is not more cultivated. Sericulture is also an industry for which there is a great future, and the like may be said of beetroot. (These matters are fully dealt with in the section devoted to "Local Industries," which appears further on). The yield of sugar for 1878 was 3,258 tons, 111,270 gallons of molasses, and 54,439 gallons of rum.

The Mary River is a fine stream, and has numerous tributaries which add to its volume in flood-time. Among these are the Kolan, Burnett, Susan, and other subsidiary streams. It follows a south-west course through mountainous and romantic country, and is estimated to cover an area of 7,740 miles, or 4,953,600 acres,

The Port Curtis district, of which Gladstone is the capital, lies north of the Burnett, from which it is separated by Dawes Range, on which Mount Perry is situated. Its area is fully 15,000 square miles, or 9,818,400 acres. The Dawson, Boyne, Calliope and Fitzroy rivers, with their tributaries, flow through this country, and it is intersected by the Central Railway. Chief towns—Rockhampton, Yaamba, Marlborough, Gladstone, and Gainsford. The Broad Sound, Connors, and Boomer's ranges separate Port Curtis from the Leichhardt district on the north-east. The highest peaks in the Connor's Range are 3,000ft. above the sea level.

The indigenous timber of the Wide Bay district is cedar, red, white and blue gum, tulip, stringy and ironbark, Moreton Bay pine, cyprus and kauri pine, acacia, rosewood, myrtle, myall, bloodwood, silky oak, ash, box, red ash, tulip, beech, sandalwood, and others of more or less value and utility. All the northern scrubs or jungles teem with verdure, and the wealth of timber, not only to the present generation, but to those who come after them, is a boundless heritage from Nature. The fern tribe is also well represented, having upwards of sixty varieties. In 1877 timber from Wide Bay was exported, valued at £35,629; all the woods hereabouts are of great utility for constructive purposes, especially cabinet work and furniture, being beautifully grained, and capable of taking a high polish

Maryborough is essentially a very healthy locality; the climate resembles Madeira, and there is an absence of the distressing hot winds so prevalent at night in the southern colonies. At times the thermometer runs up to 90deg, but seldom at its highest reaches the century. Copious rains fall during the hottest months, thus creating a low and more pleasing temperature, and renovating the vegetation. At times when there is an excess of the pluvial discharge at Gympie to other high lands, the Mary River rises and overflows, and on more than one occasion has included the town in its inundations. A great deal of such catastrophes will, however, be averted in the future by the adoption of measures which common sense and judgment suggest. Epidemics here are rare, and the general health of the people is good, as shown by hospital and medical reports. The record on the tombs of some of the old residents is from 75

to 90 years, and even 100 years is reported of one venerable lady. The mammalia comprises kangaroos, opossums, bandicoots, wombats, dingoes, flying foxes, native cats, &c. Snakes are plentiful, and some kinds are venomous and deadly; alligators and crocodiles have been found northward; the birds are—pigeons, ducks, kingfishers, black swans, turkey, quail, eagle, emu, bustard, crane, heron, parrots (twenty varieties), cockatoo; the fish are—schnapper, eel, codfish, mullet, jewfish, catfish, bream, seal, shark, turtle and dugong; oysters, crabs and other crustaceans; the fruits are—pineapple, guava, banana, orange, citron, grape, lemon, doradella, melon, fig, mango, passion-fruit, pawpaw, loquat and others; but English fruits, like English flowers, do not attain the perfection they do "down south." Though cereals are not much cultivated and largely imported, there is little doubt they will meet with greater attention in the near future, and tobacco, arrowroot, rice, coffee and sweet potatoes also receive greater attention, as both climate and soil are favourable to their growth. Some, indeed most parts, of these districts have a tragic interest for the present generation, since the path of the pioneer settlers who laid the foundation of our prosperity and colonisation was pursued through bloodshed and assassination by relentless savages, who fought for their rights and disputed the incursion of the white races into their territory.

The Mary River and Wide Bay.

Like other places on the seaboard, Maryborough has its fashionable ocean resort in Pialba, where, on holidays, our local citizens seek change of air and relief from business care and office confinement. Pialba is twenty-four miles from Maryborough, in Hervey's Bay, a large inlet of the Pacific Ocean, open to the sea on the north and tapering to a point on the south, having length and breadth to include the mouth of the Mary River, the opening into Great Sandy Strait and White Cliffs. The eastern limb of the scalene triangle, a figure which roughly describes the bay, is formed by Fraser's Island, the western by the mainland; at the apex of the triangle, the Mary empties her magnificent stream into the bay, which, further on northwards, receives the

lesser volume of the Burrum, a river of no great size, but of fame, as the source of supply of the celebrated Burrum coal. In addition to a large mining population, the spot is being rapidly settled by the agriculturist and dairy farmer. Near this, is Toogoom, the cattle station of Messrs. Fred Slater and H. Aldridge. Several islands adorn the bay, but the largest, Great Woody Island, is about five miles long by a mile in breadth. It is regarded as a place of importance, as it has lighthouse, pilot, and telegraph stations, all being connected with the mainland by submarine cable. Besides its official population, Great Woody is inhabited by numberless rabbits turned loose there in a bygone day by Messrs. Sheridan and Buchanan. There are also Angora goats, which seem to have multiplied considerably. Pialba consists of three terraces, viz., Walhalla, formerly owned by the late Mr. Kehlet, a working jeweller, afterwards landlord of the Royal Hotel, and since deceased, and Messrs. Watson and Southerden, storekeepers, of local fame. Facing Walhalla, is excellent bathing, and on the sands bathing shelters used to do duty instead of machines.

But the Pialba of to-day is very much more progressive than in 1870. Formerly the amusements there were but nominal, and if the visitor was a stranger, the greatest attraction was sea bathing, or gathering shells on the shore. To the southward and eastward of Walhalla are the late Messrs. Wearin's and Corser's selections, the late Mr. E. T. Aldridge's, Mr. J. E. Brown's selection, Bulgul Creek, and three miles inland, Mr. B. Martin's farm. Of Towzey's row of cottages, in which many lovers spent their honeymoon, nought but ruins remain. By the time this book is issued, Pialba will be connected with Maryborough by rail; it is, therefore, imperative it should be more fully described further on. The branch railway, Colton to Pialba, is sixteen miles forty-seven chains long. Tenders for its construction were accepted March, 1896. A level road, good in dry weather and easily travelled, unless the Susan is up, leads from Saltwater Creek (the municipal boundary), to the sandy beaches by the sea.

Great Hervey's Strait is a long and narrow strip of water, connecting Hervey's Bay on the north, with Wide Bay on the south, and dividing Fraser's Island from the mainland. A number of small creeks—Poonab, Cowra and others—fall

into this Strait, near the southern extremity of which is Tin Can Bay, famed for its timber and railway. The latter was the work of the late Mr. Sim, of Dundathu sawmills, to bring the extensive kauri pine scrubs at Tin Can Bay within reach of rafting ground.

Between the southernmost point of Fraser's Island and the mainland is the well-known Wide Bay Bar, which instead of being, as supposed, at the mouth of the Mary River, is forty miles from it, and divides the modern nautical Wide Bay from Hervey and Sandy Straits. Both bays, as well as all waters around the coast, abound with fish, oysters, crabs, and even dugong. The latter once formed an important industry and gave plenty of employment to local fishermen, but the discontinuance of the trade has caused new men with new labour and capital to be invested with a view to its re-establishment.

Fraser's, or Great Sandy, Island has an area of 250 square miles or 332,000 acres. It was once inhabited by one of the most ferocious and sanguinary of coast tribes; is now settled and civilized, and large supplies of fine timber are yet drawn from it as in the past, to be utilized at the several mills elsewhere referred to.

The Sugar Factory Company erected machinery for sugar refinery, and are starting the work. The machinery was erected under the superintendence of Mr. Wiseman, the company's manager. During the crushing season, 400 tons of cane have arrived at the factory by road, carried by dray and 500 by punt. One farmer alone hauled eighty-five tons from Pialba to the factory. So pleased are the company with the cane from Pialba, which yielded 10½ density, that they have entered into contracts with twenty-six of the farmers for cane from 220 acres, and for 500 for the season of 1897.

Mr. T. Bromiley, of Pialba, brought to Maryborough in February, 1896, specimens of an English pineapple, weighing 9lb., and showing the splendid fruit-growing capabilities of Pialba. He has a large crop this year, so large that he feeds his cows on them, and he says such food gives a large percentage of cream. He also showed several fine samples of the "strawberry mango," a most delicious fruit, much superior to the ordinary rose mango. It is of a more oval shape, the seed is flatter and allows more of the fleshy

fruit, in which there is no fibre. There should be a large demand for these when placed upon the market. Mr. Bromiley's coffee trees are a great success this year, the crop of berries being very large and fine.

Early Explorations and Naval Pioneers.

According to the charts of 1527 of the northern coast of Australia, the Dutch and Spaniards were the first navigators and discoverers. Port Curtis and the Burnett River are in their maps set down as "Rios de beaucoup d'isles" (rivers of many islands). This inscription was afterwards altered to "Ribera de muchas islas" (coast of many islands). Great Sandy Island on Tasman's maps of 1642 shows that Wide Bay was known at that time as a haven of refuge for coastal craft.

The first regular explorer of the Wide Bay district was probably Mr. H. S. Russell, late of Cecil Plains Station, Darling Downs, who is still alive, and residing in England.

Mr. Russell arrived in Moreton Bay in 1842, in the same steamer with Governor Gipps, of New South Wales, whose visit was made for the purpose of proclaiming the Moreton district a free settlement. He had, prior to this time, whilst in search of new runs for stock, decided to examine the coast north of Moreton Bay, and, having purchased a small craft for the purpose, sailed northward, having as his companions a fellow passenger from the Shamrock, the Hon. W. Wrottesley and J. Jolliffe, of the Royal Navy. At this time the late Mr. Petrie, then superintendent of Government works in Brisbane, who had discovered the "Araucaria Bidwilli," or Bunya Bunya pine, reported on that timber and the value of its seed-cones to the blacks as an article of food, and had represented the hostility which would be excited against the whites if these trees were cut down by timber-getters. In order to examine the country about the district in which this tree only grew, the Governor instructed Mr. Petrie to examine the Morouchidor (river of swans), known to run into the sea north of Bribie's Island, with all other surrounding country. Mr. Russell consented to undertake this exploration on condition of securing help to enable his party to carry out their original purpose, and they set out in a

wretched boat called the Commandant's gig, 32ft. long, seven oars, and manned by seven prisoners. The attempt to enter the Morouchidor River failed in consequence of the strong surf on its bar; so, coasting northwards, the party reached what they thought was Hervey's Bay, and, having landed, camped there some days to seek for a white man whom they had heard was living with the blacks. Their search was brought to an early conclusion by the white man (named Bracefield), voluntarily coming to their camp. He was called "Wandi" by the blacks, and spoke the languages of four different tribes. In honour of this man, they named the spot of meeting (the southern headland of the bay) "Bracefield Heads." They then took bearings of mountains inland to the northward and westward called by the natives Mandan, Carura, Coura, Collimen, Yuro-Yuro, Eirangi and Boppel; these being the most remarkable of the many in sight.

About thirty miles from this place they came to a headland from which Boppel bore N.W. It was here that Brown, mate of the ship Stirling Castle, wrecked many years before on Fraser's Island (so called after Captain Fraser, who was murdered there) was met. This place was named "Brown's Cape" after him. Brown was killed by the blacks, but Bracefield took possession of Mrs. Fraser, the sole survivor, after the massacre of her husband and crew, and brought her to the new penal settlement at Brisbane, where he left her and returned to his black comrades. After joining Mr. Russell's party, he acted as guide, and they passed over a sandspit through the south entrance to Wide Bay, and landed on a beautiful beach on the mainland. Being puzzled by numerous shoals and inlets, they ascended the highest points of Fraser's Island, and discovered the entrance to the Mary River, then called in the native tongue, "Moorobocoola." Their next stage was to a spot now known as Bingham, where they camped. As they proceeded, they passed over Eaton's Falls, and occasionally camped on the river banks, Boppel Mount being still visible. Here they fell in with many blacks travelling to the Bunya Scrub, and among them another white man, James Davis, of Glasgow, called by the natives "Durramboi." This man afterwards returned to Brisbane, where he married and settled down and worked at his trade as a blacksmith. He

died a few years ago, and left all his possessions to charities. Bracefield was killed by a tree falling upon him at Woogaroo, on the Brisbane River. It may not be out of place here to mention that Jas. Murrell, a sailor of the barque Peruvian, wrecked on these coasts, was, after being eighteen years with the blacks, rescued and reclaimed in February, 1863.

Davis proved invaluable to pioneer settlers and explorers in piloting them to new country which they took up as runs, and he it was who brought Mr. Jolliffe through many difficulties when in charge of John Eales's flocks from the Hunter River to Wide Bay. Hardly had he reached Tiaro than the usual treacherous attacks by blacks occurred, and, Jolliffe, resigning his post, was succeeded by Mr. Last, as super for Eales. He, however, had similar experiences to his predecessor, and was forced to abandon the station after great losses of men and stock. The first murders of whites by blacks occurred at Eales's Station at Tiaro, when three shepherds were killed. None lamented them, and their names are unknown.

LOCAL GOVERNMENT BODIES.

Municipal Council.

(Up to December, 1895).

Mayor: Alderman F. Kinne. Aldermen: John Bartholomew, H. J. Fevre, J. E. Noakes, J. M. Stafford, W. H. Demaine, C. S. McGhie, J. Norman, and C. Rabaa; but as three of these retired by effluxion of time on February 6th, 1896, the annual poll of ratepayers took place, at which Messrs. Kinne, Dawson, Demaine, Jocumsen, and Adam, were nominated, with the result that of these Messrs. Kinne, Dawson and Jocumsen were elected councillors, and Messrs. T. Woodward and A. Hall as auditors. On the same date, Alderman McConville was elected to the Municipal Council at Bundaberg. Town Clerk: Kenneth Miller. Foreman of Works: D. Kerr. Engineer of Waterworks: D. Jaffrey. Assistant Inspector: G. Stedman.

Chamber of Commerce.

President: Mr. Jas. Hockley. Vice-presidents: Messrs. H. M. Ramsay and Jas. Fairlie. Treasurer: Mr. T. Ross. Committee: Messrs. W. F. Harrington, G. Stupart, E. A. Weinberg, Hon. A. Heron-Wilson, G. A. White, Jas. Robertson, C. S. M'Ghie, W. Dawson, E. Jones, E. F. Hanley and W. Walker. Secretary: Mr. D. Gardner.

School of Arts.

President: Mr. B. T. M'Kay. Vice-president: Mr. C. H. Crystall. Committee: Messrs. A. E. Kemp, T. R. Dickins, G. James, J. Blanchard, T. Ross, J. W. Anderson, R. Jones, and G. H. Burn. Secretary: Mr. D. Gardner.

Hospital.

President: Mr. W. J. M'Grath. Vice-president: Mr. John Graham. Committee: Messrs. T. B. Smyth, Jas. Hockley, G. H. Burn, R. Creaser, W. Hatton, H. Corser and W. Rankin. Resident Surgeon: Dr. H. C. Garde. Matron: Mrs. O'Connor. Secretary: Mr. James Marsden.

Grammar School.

Chairman: Mr. G. Stupart. Vice-chairman: Mr. G. H. Burn. Trustees: Messrs. H. J. Grey (hon. treasurer), W. F. Harrington, N. Tooth, Jones, and Thomas Moreton. Head Master: Mr. J. Thomson; and Messrs. J. T. N. Wallace, J. A. Dakin, E. W. H. Fowles. Head Mistress: Miss Milicent Wilkinson, and Misses C. E. Bourne, Ella Wilson, M. Hamilton. Music Master: Herr Geyger. Secretary: Mr. James Marsden.

Pastoral and Agricultural Society.

President: Mr. J. E. Noakes. Vice-presidents: Messrs. J. Mahoney and W. Hatton. Committee: Messrs. Jon. Murray, P. H. Biddles, C. Rabaa, W. Mitchell, M. Macgregor, W. Perry, H. E. Bray, W. Barker, R. M. Hyne, E. Tyde, Jas. Marsden, W. F. M'Cord, M.L.A., Dr. Garde [illegible]. Stuckey. Treasurer: Mr. R. Jones. Secretary: Mr. Geo. Willey.

BURRUM DIVISIONAL BOARD.

Mr. E. B. C. Corser, chairman; Messrs. N. Tooth, John Donnelly, Thos. G. Crawford, Jas. Mahoney, F. J. Charlton. Clerk: J. Moore La Barte.

TINANA DIVISIONAL BOARD.

Mr. J. Parke, chairman; Messrs. T. Raverty, John Clarke, H. G. Habler, L. P. Hansen, P. Brennan. Clerk: H. F. Parker.

GRANVILLE DIVISIONAL BOARD.

Mr. H. A. Paul, chairman; Messrs. F. Itzstein, J. F. Wood, I. Bushnell, J. Swanborough, H. Pursey, C. M. Hausknecht, A. M. Bryant, M. A. Holme, R. A. Boye. Clerk: H. F. Parker.

ANTIGUA DIVISIONAL BOARD.

Mr. Jas. Mahoney, chairman; Messrs. C. J. Christopher, S. J. Elliott, R. H. Adams, J. S. Bradburn, Jas. Cran (Loudon), C. Stair, P. Brandt, J. Kerr. Clerk: A. Hall.

TIARO DIVISIONAL BOARD.

Mr. Geo. Lindley, chairman; Messrs. John Male, H. Missing, M. Mellor, August Gesch, J. Mant, R. W. Scougall, J. Job, A. M'Kellar. Clerk: F. Waraker.

ISIS DIVISIONAL BOARD.

Mr. W. Cran, chairman; Messrs. W. Watson, W. C. Clayton, A. C. Walker, R. Webb, T. J. Watkins, D. P. White, T. H. Wells. Clerk: C. D. W. Rankin.

BRIDGE BOARD.

Messrs. Jas. Fairlie (President), N. Tooth and G. Stupart. Clerk: A. Hall.

JOINT PRINCE'S FERRY BOARD.

Messrs. P. Brennan (chairman), J. Parke, F. Kinne, C. Rabaa. Clerk: A. Hall.

United Municipality.

Mr. J. M. Stafford, chairman; Messrs. J. F. Wood, F. Itzstein, I. Bushnell, J. E. Noakes, C. Jocumsen. Clerk: H. F. Parker.

Fire Brigade Board.

J. M. Stafford (Mayor of Maryborough), E. B. C. Corser and E. A. Hyde (elected by the Fire Insurance Companies), R. M. Hyne and T. Braddock (nominated by the Governor-in-Council). Secretary: J. W. Anderson.

Harbour Board of Advice.

Vice-president, R. Hart; J. E. Noakes represents the Municipal Council; E. B. C. Corser and H. M. Ramsay the Chamber of Commerce; J. F. Wood, division of Granville; P. Brennan, division of Tinana; N. Tooth, division of Burrum; R. Warry, payers of dues; R. Hart, the shippers. Secretary: Mr. D. Gardner.

Botanic Gardens Trustees.

Messrs. Henry Palmer (chairman), N. Tooth, F. Bryant, R. M. Hyne, E. Booker, sen., Hon. A. H. Wilson, and the Mayor.

Licensing Bench.

George Lionel Lukin (Police Magistrate), Hon. A. H. Wilson, Charles Edward Sydney Booker, Jas. Hockley, M. W. Braun, Thomas Braddock, George Stupart, E. A. Weinberg, John Donnelly, Jas. Mahoney (nominated by Board, Division of Burrum), J. F. Wood (nominated by Board, Division of Granville), Wm. Cran (Chairman of Board, Division of Isis), J. Parke (nominated by Board, Division of Tinana), H. J. Fevre (nominated by Municipal Council).

State School Committees.

Albert School: A. Campbell, W. S. Sim, D. Gardner, A. E. Kemp, T. S. Warry, Wm. Wilson. Aldershot: F. Haupt, E. Lynch, E. L. A. Weinberg, A. G. Whitaker, John Woodcock. Gayndah: T. Gray, T. Illidge, J. Seidner,

J. Walker, L. Walker. Kilkivan: John Glancy, J. Coleman, J. Florence, F. Hopkins, G. H. Simpson. Maryborough and Central: A. Dunn, R. R. Eva, J. H. Harricks, E. A. Hyde, J. Kyle, J. Robinson, W. Southerden. Maryborough East: A. M. Bryant, R. Lorne, J. Lyle, H. Pursey, A. H. White. Maryborough West: W. H. Demaine, T. Ferguson, J. Hutchinson, Jas. Marsden, J. Sym, E. J. Sunners, Jas. Templeton. Mungar: R. Beattie, F. Crystall, T. Ditchman, W. H. Fielding, John M'Guire.

COMMERCE, TRADE, AND PROGRESS, 1896.

Ah, I can picture what perchance may be
In the bright Future's evanescent years,
And on this tranquil spot located see
Some mighty nation, with new hopes and fears;
Some giant city, fill'd with busy looms,
Where honest Labour holds the hands of Trade;
A place of note, where cultur'd Commerce blooms,
And Plenty stands in regal garb arrayed.
Who knows the Future? Who, indeed, can see
What yet may rise in that far distant time?
Imagination only holds the key
Which opes the portal of this dream sublime.

In order to show present state of local trade and commercial prosperity, I append the following Report from the Maryborough Chamber of Commerce:—

Chamber of Commerce.

(Established 1860).

The annual meeting of members of the Maryborough Chamber of Commerce was held in the School of Arts on October 21, 1896, when the following report was read and adopted:—Present, Messrs. J. Hockley (President), Jas. Robertson, H. M. Ramsay, R. S. Warry, G. Horsburgh, R. Jones, F. G. Popp, W. Walker, Jas. Fairlie, John Graham and G. Stupart.

The President said though they had come through the year with a credit balance, its position was not what it should be. With regard to railway extension, it would be noted that the permanent survey of the Gayndah Railway

was within twelve miles of Gayndah. They might congratulate themselves upon the progress made, and he hoped by next annual meeting they would be able to record that tenders for the Gayndah Railway had been accepted. A railway from Kilkivan to Nanango was mooted, and this would open up excellent agricultural land. He need not speak of the wheat growing capacity of the Gayndah district, but was certain no wheat could be grown there until the railway was built, as it cost almost as much for carriage from Gayndah to here as from San Francisco. The question of branding hides had their attention, and no doubt in face of the evidence that had been submitted of the damage done to hides, stockowners would be more careful in future. It was gratifying that the Government had recognised the importance of the fruit industry by appointing an expert to instruct the growers. Large prices had been obtained for Sydney oranges and other fruit on the London market, and as the Maryborough oranges ripened earlier than in the south, we ought to have a better market in London than the Sydney growers. For the year 1895 the Maryborough district produced 94,551lb. of grapes, 156,927 dozen bananas, 5,626 dozen pineapples, and 160,594 dozen oranges, and no doubt the returns this year would be far in excess of last year. Cranage power on the wharf had been improved. There was still much to be done in the way of shipping facilities, as they had still differential rates to contend with. Cargoes could be shipped from Adelaide, Melbourne and Sydney to the northern ports of Queensland as low as from Brisbane or Maryborough, which were almost within speaking distance of the north. The Government were partly to blame for that, through the excessive shipping charges, and the sooner they got rid of them the better it would be for commerce, as commerce must have free ports. Goods shipped from a Sydney to a northern port, paid less in harbour dues than if shipped from one Queensland port to another. Another grievance was the withdrawal of direct steamer communication with Bundaberg. The A.U.S.N. Co. had abandoned that line, and now goods for Bundaberg had to go *viâ* Brisbane for Rockhampton, taking about a week. These and other matters should claim their attention. Through the energy of the Burrum Board and with assistance from the

Chamber, the railway to Pialba was now almost completed. What they looked for was that the line would be extended to deep water, so that ocean steamers could load coal, timber and other bulky products of this district. Orders for a large quantity of timber and coal went past Maryborough because of the heavy shipping charges and the lack of deep draught wharfage facilities. A railway to deep water would be a great boon to the large manufactories of Maryborough, as Maryborough was destined to become the Birmingham of Queensland, and had everything necessary to become a manufacturing town. They suffered much and lost trade through want of direct steamers of large capacity with northern ports. The expansion of their coal trade depended largely upon having a deep sea port, and until that was accomplished they could not hope to participate in the oversea trade. Negotiations with the Government in the matter of a reduction of telephone charges had been carried on during the year, and were likely to lead to satisfactory results. The Australian and New Zealand bill of lading form, trade with the British Empire, the recent Congress of Chambers in London, and the Berne cable code were also touched upon. The river dredging had been going on very satisfactorily, and they might expect soon to have the whole river dredged to a minimum depth of 10ft. at low water. There was the question of trustees investment in colonial stocks. At present trustees could only invest trust funds in Imperial Consols, but a movement was on foot to make colonial stocks a source of investment. He quite agreed with the remarks of Mr. R. B. B. Clayton on the subject. A Conference of Chambers of Commerce was to be held in Sydney on April 15th, 1897, and he hoped the objects set forth would be accomplished, one of which was the assumption by Chambers of Commerce of a proper position as important deliberative bodies, and the consequent extension of their influence with business people, legislators and the public. If such a body were to take in hand the different tariffs, the anomalies in our town, shipping charges, and everything in that way, it would be an immense advantage and aid to any Government. The anomalies in the Queensland tariff were ridiculous, and they could not be better pointed out and remedied than by business men. The preservation

of statistical information was a duty they owed to themselves, their creditors, and to posterity. The Customs and other figures gave a good idea of the progress they were making, or otherwise. The imports of the colony for the year amounted to £5,349,007, and the exports to £8,982,600. Some political economists said that an excess of exports was not always a sign of prosperity, but he thought that in Queensland they could congratulate themselves to a very great extent upon what came from the soil. They were making this wealth and exporting it, where nothing was produced before. In this district they took a very considerable sum out of the ground, and that was a matter for great congratulation. The Isis Scrub was a remarkable instance. In 1887 he had ridden through that scrub and there was hardly a clearing, and not a stick of sugarcane. Yet in the present year the mills in the Isis Scrub had crushed 8,000 tons of cane per week, notwithstanding the severe winter, which had greatly diminished the crop. The amount of money paid by the mill to farmers this season would be about £100,000, and this sum of money was being drawn from a district which nine years ago was nearly all under standing scrub. The export of sugar for the year 1895 was 1,344,120 cwt., valued at £796,117. According to the last statistics, Maryborough had in her midst 73 industries (foundries, factories, mills, &c.) in actual operation. That spoke well for the enterprise of the people, and showed that the town was depending upon its own resources, and did not require 300 miles of railway to keep it alive, though of course they expected to get their western railway as well. They had also reason to congratulate themselves that their foundries had been kept in full work, as well as the timber, coal and other industries. The Torbanlea Colliery had put out during the year 30,000 tons of coal, and employed over 100 hands, the annual turnover being £24,000. The Queensland Collieries Co. had made a large advance during the year, putting out 51,250 tons, an increase of 17,000 on the previous year, about 200 hands being employed. Owing to statements made that Burrum coal was not suitable for oversea export owing to a tendency to spontaneous combustion, successful experiments had been carried out at the Queensland Colliery pits. About 500 tons had been stored for twelve months, and, when tested,

it was found that the temperature throughout had not perceptibly varied. This showed that Burrum coal would carry without danger, and was an important point to bring under the notice of shippers who wanted coal cargoes for long distances. (Mr. Jas. Robertson said they had kept 350 tons in the coal shoots at Torbanlea for years, and it had given them no trouble with heating.) Another great industry was the Queensland Smelting Company's works at Aldershot. Through the courtesy of Mr. E. A. Weinberg, the managing director, he could give them a few particulars. For the financial year ended July 31st, the total turnover was £100,045, inclusive of southern branches, and the amount of wages paid £10,141. Taking this in conjunction with the sums paid in the Isis Scrub and at the collieries, it was a wonder where all the money went to, and that they all seemed to be so hard up. The ore trade at Aldershot during the year had been a fairly good one, and though the surrounding district remained a small contributor, the northern mining districts had largely availed themselves of the facilities offered to them by the presence of a public smelting works in the colony. The ore trade to Maryborough from the northern ports has been greatly encouraged by the low shipping rates obtained from Maryborough shipowners. The Aldershot works had been going constantly, and refining appliances had been added, and all base bullion, which formerly was shipped to London, was being refined at the works. The Q.S. Co.'s brand of pig lead had been introduced into the market, and found a ready sale. The gold produced in the Wide Bay and Burnett district during 1895 was as follows :—Gympie, 80,766 tons, yielding 77,988oz., an average of 19dwt. 7gr. per ton; Eidsvold, 2,765 tons, yielding 4,719oz., average 1oz. 14dwt. 3gr. per ton; Paradise, 1,372 tons, yielding 1,280oz., average 18dwt. 16gr. The gold exported from Queensland for the year was 690,188oz., valued at £2,265,354. The estimated value of gold in Queensland to date was £36,955,117 10s. The natural products of the Maryborough district in 1895 were :—Wine, 4,077 gals.; brandy, 109 gals.; maize, 56,994 bushels; potatoes, 895 tons; sugar, 2,128 tons; oats, 728 tons; lucerne, 137 tons; grapes, 94,551lbs.; bananas, 156,927 doz.; pineapples, 5,626 doz.; oranges, 160,594 doz. The land under cultiva-

tion in the Maryborough district is 3,877 acres, 57 being farms conditional, 8,345 acres, and 4 unconditional, 393 acres. The number of stock was—In Maryborough district: Cattle, 25,333; horses, 5,787; pigs, 1,574. Tiaro district: Cattle, 43,615; horses, 4,100; pigs, 1,258. The statistics of cattle slaughtered in the colony were as follows:—For preserving, 104,969; freezing, 80,487; boiling down, 98,374. Sheep: Preserving, 385,060; freezing, 75,600; boiling down, 743,257. The total quantity of beef preserved was 19,849,396lbs.; frozen, 50,349,956lbs. Mutton: Preserved, 5,088,522lbs.; frozen, 3,064,458lbs. Bacon: Cured, 4,941,512lbs. The value of exported wool was £2,986,989; tallow, £595,992; and meat, £1,028,172. The revenue of the colony, £3,561,717, was the greatest since Separation, and the expenditure, £3,374,760, was £370,457 less than in 1890, and the least but one in the past six years. These figures, though dry, were instructive. The President, in conclusion, spoke of the great assistance their members in Parliament had always been prepared to give them, and for which they gave thanks. He also spoke highly of the services of the secretary, and said the Chamber was much indebted to him for its success. He hoped to see Mr. Gardner at some future time occupy the chair.

Mr. Ramsay, in seconding the motion, said with reference to the steamer service with Bundaberg, the trade between the two ports was so infinitesimal that no one could expect any company to run a steamer to and fro. It only took three or four days for cargo to go *via* Brisbane or Rockhampton. He congratulated the President on his address, and endorsed the remarks respecting the secretary.

Mr. Stupart said it was an unusual luxury to have a credit balance, and this was due to the vigilance of the secretary. The President's facts and figures were of a very hopeful character. Just now they were dull, because of the long brightness of the sky. But they must wait and hope, not that the clouds would roll by, but that they will roll up and discharge copious showers. He trusted that at their next annual meeting they would have something very definite to relate in connection with their western railway. That was the goal to which they had to look to bring within their reach the greater expanse of territory awaiting

development of its rich resources. He was glad to think that at an early date thousands of the people of Maryborough would be able to see the sea for the first time. He hoped the Pialba Railway would justify the strenuous efforts this society had made to secure it. They had done a good thing in being the first to induce the Government to establish the railway guarantee system.

Mr. Walker said the report was a satisfactory one. There had been scarcely a movement of any importance but its initial force had been derived from the Chamber. The progress in the Isis was startling. The farmers had received £100,000 for their cane this season, and, at 10s. a ton, that would mean 200,000 tons of cane, and at 10 tons to the ton of sugar that would mean 20,000 tons of sugar, which, at £13 a ton, represented £260,000, as the gross wealth of this season's operation. A few years ago the Isis was a dense scrub, with not a stick of sugarcane upon it.

Messrs. H. M. Ramsay and Jas. Fairlie were re-elected vice-presidents. Committee elected—Messrs. E. B. Corser, W. Walker, G. A. White, E. Jones, Thos. Ross, W. Dawson, G. Stupart, J. Robertson, E. F. Hanley, A. H. Wilson, W. F. Harrington, C. S. M'Ghie, R. S. Warry and G. Horsburgh, and T. Ross re-appointed treasurer, and D. Gardner secretary.

Mr. Horsburgh asked if a decrease in the subscription would increase membership, and the President stated that when a gentleman became a member of the Chamber he was supposed to pay a guinea entrance fee, and a guinea a year subscription afterwards. That had been more honoured in the breach than the observance, and they would notice from the Report that there were some who were elected last year who had not signified in any way that they would become members. He suggested that in future anyone proposed should be notified of his election, and requested to signify his willingness to become a member.

On the motion of Mr. Fairlie, it was decided to hold monthly meetings on the third Thursday in each month at 8 p.m., instead of the afternoon.

Maryborough, as we invariably hear, is improving; everybody believes it must go on, and declares that all tends to show population is coming this way. Buildings are going

up, larger and larger every day, till at last it will be hard to say where or when they will stop. And now that attention to building is being given, let us take care to make our town as attractive and pleasing in appearance as we can, so that when strangers come to look at it they shall not behold much to offend the eye, or merely think it a vast conglomeration of brick and mortar, but a place beautified and desirable to live in. Many a town is spoiled by the irregularity of its buildings—the main thoroughfares contain a heterogenous collection of huts, sheds, shops and mansions, an occasional church or school, with here and there a piece of vacant land—corners especially—for which the owners want hundreds of pounds per foot, and failing to get it resolve to keep their mother earth for the next half century or so, or may be till the Day of Judgment, in the belief that some fellow will eventually come along and purchase it, thinking he has secured a profitable bargain.

As it is found by those who have much correspondence that there being two towns, one in Victoria and the other in Queensland with similar names, errors occur and letters go astray. The matter has been referred to the local Chamber of Commerce and discussed by that body, whilst we can hardly expect its Victorian prototype to give up the original cognomen. Our own Maryborough will not abandon its well-known title. The origin of its name is involved in obscurity and may be regarded as one of those problems of the past which cannot now be solved.

But what's in a name? "A rose," so the poet says, "by any other name would smell as sweet." And if we had called the town by its original name of fifty years ago, it would not now have clashed with any other place. Among contributions to the local Press some months back I suggested that the most appropriate title for Maryborough would be "Modern Athens." Once adopt this, and the term Maryborough will appear but common-place. Truly we live in a period of advancement; of newness in all things. Therefore let our town be the "Modern Athens" of Queensland; that is, if Ipswich, once so dubbed, will disclaim the appellation.

Having suggested this euphonious title, let us make it worthy of its prototype, the Athens of old. A strictly enforced Building Act will at once secure uniformity in

building. As leases expire, many unsightly domiciles will disappear, and instead thereof will rise buildings more in conformity with the progress and spirit of the times. Let those careless in such matters know that there is such a thing as Art; how much more pleasing to sight is an ornamental dwelling-place, however small, than one, large though it be, in which taste is wanting. The cities of the East—Constantinople, Cairo, and others—are more than elegant at a distance; spires, minarets and towers flash in the sunlight with a gorgeousness born of beauty, and one feels delight in contemplating them; within there are thoroughfares reeking with abominations, creating disgust in the minds of the beholders. Sanitary matters are neglected, hence the trouble—even as it is in this land of ours. Maryborough yet needs stricter attention to sanitation, and the larger its population the greater the desirability of establishing a perfect system of this important adjunct to health.

Good substantial buildings, of uniform character and proper sanitation, will certainly go far towards making our town a worthy compeer to others in Queensland. Frequently I hear unfavourable comparisons between Maryborough, Toowoomba and other places, which have no more natural facilities and resources for creating a beautiful city than we have. Therefore let us do something to enhance the beauty and status of Maryborough, so that it shall no longer be the subject of unfair remarks. Let us not trust to our Municipal Council alone to beautify the town; they have done much in clearing the highways and byways, aligning the thoroughfares, removing obstructions, and preparing the way for those improvements which modern progress demands, but let all do their best to improve and embellish their habitations and land; re-model, plant, and improve each vacant patch, whether afar from or nigh the owner's residence. Look at the cottage gardens of Victoria and New South Wales, a credit to their owners, who not only have scored marks of approval in horticultural societies, but gained that greater satisfaction and reward of being possessors of such "beauty spots" and a true "home," for home is not merely four walls of slabs and bark, brick or stone, devoid of taste, comfort or luxury, on the adjuncts of civilized existence. Plant trees,

young man ! plant trees, and sit under your own vine and fig-tree—an easy matter to do in Maryborough with "land so cheap and terms so easy" (*vide* the weekly auction sales) and opportunities for the small capitalist and enterprising husbandman.

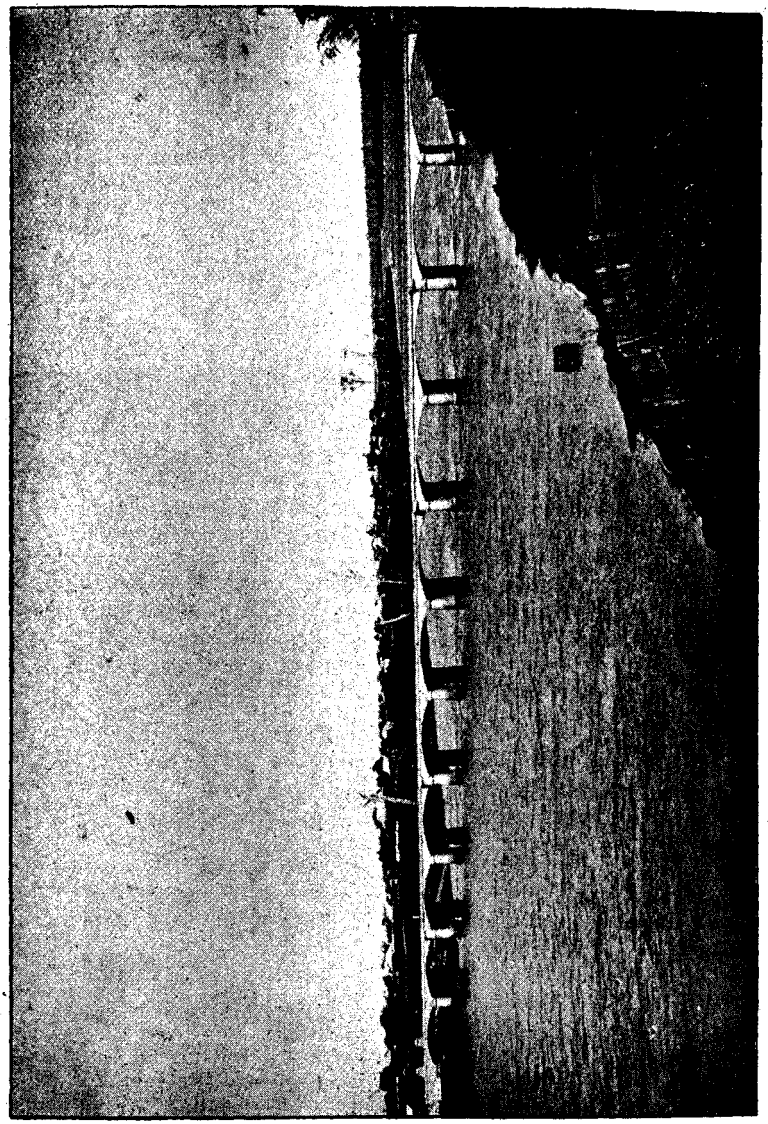
How vast is the wealth which good soil annually produces; glance back fifty years and note the various crops which have made Wide Bay famous. Trade and commerce, as applied to our chief thoroughfares, are factors of prosperity, but what would they be but for the land and its products at the hands of the farmer, the horticulturist, orchardist and husbandman. Half a century ago wool was our staple product; then we began to grow maize, and got splendid crops. Wide Bay maize gained top prices, and we might have gone on cultivating it till now but for the discovery of the suitability of the locality for cotton. In May, 1868, thirty-six farmers exhibited cotton locally produced at the Wide Bay Farmers and Planters' Exhibition, and there were then 350 acres under cotton. In Maryborough little but cotton was talked of, and a Joint Stock Company was suggested; Messrs. Bailey and Bromley were to the fore with experiments, and the merits of Sea Island, New Orleans, and the kidney-seeded cotton of South America discussed and fully argued out. Next came tobacco culture, introduced by Mr. R. Fergusson at Lumeah Farm, Graham's Creek, and proving, by excellent samples of tobacco exhibited, the suitability of soil here for this plant, if skilled and experienced men were employed. But all these minor industries had to give way before sugar-growing and we find that on Nov. 20, 1869, Captain Jeffreys, at a public meeting held to discuss the question, reported that the cost of a floating sugar mill capable of manufacturing two tons of sugar per day would be £2000.

And discarding other industries which gave promise of success, our agriculturists have ever since made sugar pre-eminent, so that now the Wide Bay district is as famed for saccharine products as it formerly was for maize, cotton, station produce, wool, tallow and hides. Whether the change to sugar has been as beneficial or remunerative as expected, is hard to say; certainly the land has been well tested and great results shown, but ever and anon

grumblings, not loud but deep, occur at some shareholders' meetings, in there being too many calls and too few dividends; and some go home in a deep study as to "what might have been had the original capital been invested in other things, such as dairying, butter, cheese-making, or fruit-growing, with a factory to utilize the surplus in jams, jellies, candied peel, or pickles, vinegars, sauces and the like.

Mr. James Dowzer, a practical farmer, has often demonstrated by the superior quality of his produce, that good butter and cheese are to be made here. Tiaro may yet become a second Bodalla, or even a copy of Wiltshire or Dorsetshire—English counties famed for first-class dairy products. And if Mr. Dowzer can turn out splendid butter, year in and year out, what is to hinder others from following his example, and giving the Maryborough public an article fit to eat in lieu of the high-priced, rancid, ill-tasting stuff retailed at stores as the product of the cow? But this is not a treatise on dairying, and I have wandered from maize to cotton, to sugar and butter; pity 'tis we could not close with wheat and other cereals, most of which are imported, and which the fine agricultural lands of Degilbo and Burnett are well qualified to grow. Agricultural societies are the backbone of progress, and it is gratifying to find that there are few towns throughout the Wide Bay and Burnett districts but have their annual shows, at which healthy competition and the best products in various lines of cotton are shown. If beyond a desire to obtain prizes for exhibits, the farmer fails to place an equally good class of produce on the market for the consumers, but little good is done and the results are *nil*. The Agricultural Society and Farmers' Association are excellent institutions for the farmer, and even if he has gained large experience in the school of nature it cannot harm him to obtain much more; in fact, the meeting of men of similar tastes and callings, and the discussion of matters in which all are interested, cannot but be productive of good results and advantages.

The new low-level concrete bridge, crossing the Mary to Tinana, was opened by the Minister for Works, the Hon. D. H. Dalrymple. Accompanying Mr. Dalrymple were the Hon. R. Philp, Minister for Railways, the Hon. J. Thorneloe Smith, M.L.C., Messrs. J. T. Annear, M. Battersby, W. J. Castling, T. Finney, W. Kidston, R.



NEW LAMINGTON BRIDGE.

King, J. C. Stewart, John Newell, MM.L.A.; Messrs. R. Porter, Goldring, L. A. Bernays, A. B. Brady (Engineer of Bridges), and other gentlemen. The visitors were met at the railway station by Messrs. J. Bartholomew, N. Tooth, and I. Lissner, MM.L.A., the chairman (Mr. John Donnelly) and members of the Burrum Divisional Board; the chairman (Mr. J. Parke) and members of Tinana Divisional Board; the members of the Bridge Board; the Mayor and Aldermen Dawson, Noakes, Kinne, Rabaa, and Jocumsen, and a large number of citizens. The visitors were driven in cabs to the Royal Hotel, where refreshments were provided. The party were then taken to the bridge, which was gaily decorated with flags, the steam punt being also decorated with bunting and foliage. At the approaches to the bridge, there was a large assemblage of ladies and gentlemen present, the entrance to the bridge proper being fenced off by a tricolor ribbon.

Mr. Jas. Fairlie, chairman of the board, stated that they had come to see the bridge opened—a bridge that had taken the place of the old wooden bridge. He hoped the new bridge would be a more enduring one, and he had great pleasure in asking the Minister for Works, Mr. Dalrymple, to cut the ribbon that now barred their progress and declare it open—he was going to say free, but they could not do that yet, though he hoped it would be a free bridge soon.

Mr. Dalrymple said he had pleasure in acceding to the wishes of the Bridge Board to undertake this duty, or rather privilege, of declaring the bridge open. The Premier was unable to do so, and had sent Mr. Philp and himself up instead. The bridge was a most substantial one, and he was glad indeed to perform the ceremony of this description. It had taken some two years to construct the bridge, which was badly wanted, and would subserve the useful purpose of connecting Maryborough with the surrounding district. They had lately had a discussion in Brisbane with regard to their bridge, and much energy and self-reliance had been expended in obtaining a new structure. He hoped this bridge would be a permanent one, and last for an indefinite period.

Alderman J. M. Dawson called for three cheers for the "Maryborough Bridge."

The hon. gentleman then descended and cut the ribbon, and the bridge was very soon crowded with people. The afternoon was fine, and the scene on the bridge and the broad stretch of water on either side made the promenade an enjoyable one to all present.

The following are the inscriptions on the marble tablets on the abutments of the bridge:—

LAMINGTON BRIDGE.
ERECTED A.D. 1895–96,
to the designs of
A. B. BRADY, M. Inst., C.E.,
Chief Engineer.
A. J. GOLDSMITH, Mech. E., C.E., M. Inst.,
Superintending Engineer.
M'ARDLE AND THOMPSON,
Contractors.

LAMINGTON BRIDGE.
ERECTED BY THE MARYBOROUGH BRIDGE BOARD.
Jas. Fairlie, chairman, Geo. Stupart, N. E. N. Tooth, M.L.A.
OPENED BY THE HON. D. H. DALRYMPLE.

In the evening the visitors were invited to dinner at the Royal Hotel. A fine spread had been laid out on the balcony of the hotel, Mr. J. A. Phillips being the caterer. The number present was 55. Mr. Jas. Fairlie presided, and was supported by the Hons. R. Philp and D. H. Dalrymple. The vice-chairmen were Messrs. G. Stupart and N. Tooth. Besides the visitors there were present the Mayor, and Aldermen Kinne, Dawson, Jocumsen, Noakes and Rabaa; Messrs. Parke, Brennan, Habler and Hansen, Tinana Board; Messrs. Jas. Robertson, Jas. Hockley, Jas. Mahoney, P. Ramsay, A. Weinberg and others. An orchestra was stationed on the balcony, consisting of Herr Geyger, Messrs. A. Miller, W. Dunn and F. Smith. After the very excellent dinner, the usual loyal and patriotic toasts were duly honoured, and the choice viands done ample justice to. The speeches were "up to mark," and delivered by Messrs. Philp, Lissner, Dalrymple, Parke, Stupart, Fairlie, Finney, J. T. Smith, Annear, Bartholmew, Goldsmith, Tooth, J. M. Stafford, Hon. A. H. Wilson, R. King, and several others.

The old bridge, wrecked by the flood of 1893, took the place of the punt ferry. This was called the Prince's Ferry, and did good service during the Gympie rush, and before and after that time. In 1874 the Government, through the advocacy of the Hon. A. Macalister, Premier, and the Hon. H. E. King, Minister for Works, decided to build a high level bridge, constructed of wood, which was opened on the 1st of January, 1876. The bridge was well constructed by Mr. W. Robertson, but succumbed after nearly twenty years' life. The bridge was 1800ft. long, the largest bridge in Queensland, and was 35ft. above high water mark. There was half a million feet of timber used in its construction. On arches were the names of E. S. Booker, mayor; H. E. King, Minister for Works; W. W. Cairns, Governor of Queensland; and Hon. A. Macalister, Premier. A toll was levied, but some time after the bridge was handed over to the Municipal Council and the tolls were abolished. The bridge was managed by a joint committee from the Council and Tinana Divisional Board.

After the wreck of the bridge in February, 1893, a steam ferry punt was built, and the traffic across the river carried on by that. The Maryborough Bridge Act was shortly afterwards passed, Messrs. Jas. Fairlie, G. Stupart, and N. Tooth being constituted a Board to supervise the erection of a new bridge. The Board have worked assiduously and carefully for three years, and the result is the fine new concrete structure across the Mary. The plans of the present bridge were selected from among others with the concurrence of Mr. A. B. Brady, the Government Engineer of Bridges. The tender of Mr. Rees was accepted for £16,537, and in 1895 he began, but was compelled to abandon it through monetary difficulties. After some months fresh tenders were called, and that of Messrs. M'Ardle and Thompson accepted, at £19,995, being the lowest. They began the work in July, 1895, and to be completed in July, 1896, but obtained three months' extension. The new bridge, which is a low level bridge, and said to be the only one in Australia of the kind across a tidal river, was designed by Mr. Brady. The total length is 613ft., and 595ft. between the faces of the abutments, the width being 21ft. There are eleven spans of concrete arches, each 50ft. clear span, carried on concrete piers and abutments,

the quantity of concrete used being between 4000 and 5000 cubic yards. The level of the roadway is 12½ft. above high water. The piers are constructed on two sections below water level, and sunk down to a solid rock foundation. Wrought-iron caissons were used for this purpose, filled with Portland cement, composed of river sand and broken hard stone. The rise of each arch is 4ft., and the total width of the arch over the parapet is 22ft. 8in., in which are placed 11 skeleton frames of steel railway rails, bolted to cast-iron chains on each pier and abutment, the bed-plates being well anchored down by bolts and plates. The weight of the framing is 91 tons. The roadway is paved with ironbark blocks, twice tarred, the interstices being filled with boiling asphalt, and bedded on tarred blue metal screenings. The handrails, consisting of stanchions of wrought iron, also the lamps, are easily removable, so as to leave the surface of the bridge clear in times of flood. The structure appears most substantially and faithfully built, and strong enough to withstand any flood.

The visit of Lord Lamington to Maryborough having been arranged for from July 28 to 31, 1896, His Excellency met with a most enthusiastic reception, the arrangements being most complete, and well carried out by the Corporation and its energetic Mayor (J. M. Stafford, Esq.), whilst entertainments, speech-making, and sight-seeing, predominated, and at all the Governor was the central figure of patriotic homage and laudation. His *bonhomie* and good nature at once attracted the populace, and it was evident that Lord Lamington was likely to be the most popular Governor Queensland has had. Lack of space alone prevents my giving full details of the events organized in his honour, suffice it to summarise them thus :—On his arrival 3,000 school children sang the "National Anthem," with good effect. A triple arch, designed by Mr. D. Kerr, covered with palms and bunting of all colours, formed a prominent feature in our streets. Messrs. Turley, Ingham, and O'Neill shared the honours in arranging the greenery, which had a pretty effect. The procession comprised :—The Protestant Alliance Friendly Society, Ancient Order of Foresters, Court Robert the Bruce and Court Elizabeth Fry, the M. U. and I. Oddfellows, Rechabites, Hibernian A. C. B. Society, Caledonian Society, Naval Brigade, Cyclists, Fire

Engine and Manual with Fire Brigade. These, with the Advance Brass Band and a long stream of vehicles, made an imposing spectacle. The streets were thronged with people; visitors from all the surrounding districts being present, including the aldermen and divisional boardsmen. Several addresses of welcome were presented to His Excellency by the Maryborough Council, the Divisional Boards of Burrum, Granville, Isis, Antigua, and Tinana, and the Caledonian Society also presented him with an elegant and unique inkstand formed of emu's eggs set in silver. The Citizens' Ball and Grand Concert, Cycling Carnival, and other sports, were attended by His Excellency, who, though doubtless overwhelmed by so much hospitality, was delighted with all he saw and heard. For three days and nights the city was *en fete*, the greatest goodfellowship prevailed, and the police were specially complimented by the Governor for the admirable way in which they had preserved law and order.

The Agricultural Society's Show of 1896, though it had fewer exhibits than its predecessors, was highly attractive and successful. The gross gate takings amounted to £179 the first day, and £78 the second. Estimated that on the first day the attendance was fully 4,000, and 2,000 the second.

ALPHABETICAL LIST OF STREETS AND THOROUGHFARES.—Adelaide, Albert, Alice, Ann, Arbury, Ariadne, Barton, Bate, Bazaar, Bismark, Booker, Bowen, Charles, Cheapside, Churchill, Coton, Coventry, Crimmins, Croydon Estate, Cutler's Lane, Elizabeth, Ella, Ellena, Ellis, Elliott, Ferry, Forth, Fort, Foundry, Foundry Lane, Frank, Frederick, Furbur, Garden, Gayndah Road, George, Granville, Guava, Hart, Hawthorn, Howard, Island Plantation, James, John, John's Lane, Keith, Kenilworth, Kent, Lance, Lavinia, Lennox, March, Mary, Melville, Milton, Morning, McAdam, McCabe, Nightingale, Normanby, North, Norway, Pallas, Park, Percy, Prospect, Point Lookout, Queen, Richmond, Rocky, Roseneath, Saltwater-creek Road, Scott, Scott's Avenue, South, Sussex, Sydney, Theresa, Tiger, Tooley, Treasure, Uhr, Union, Victory, Vulcan, Ward, Walker, Waterston, Wharf, Wilson, Wood, Woodstock, Yaralla, Yorke, Zante.

As will be seen by this strange assortment of names those of females predominate. Other streets bear names of old or leading residents—thus Kent street is from the late T. Kent, Police Magistrate ; Richmond from Jack Richmond, bullock driver. The principal and most important streets are Kent, Bazaar, Wharf, Adelaide, and Richmond, each containing pretentious-looking buildings which have supplanted the primitive structures of other days, and in the erection of which brick and stone are used instead of Maryborough pine.

Kent street is a fine, well laid-out thoroughfare with many imposing structures, notably the School of Arts, the A.J.S. and Commercial Banks, Stupart's Drapery Palace, Jno. Bartholomew and Co.'s and Finney, Isles and Co., which all compare favourably with leading houses in the same businesses in Brisbane. The State School, Grammar Schools and other buildings are in this street. In Adelaide street, the next best thoroughfare, are the Wesleyan Church, and the Fire Brigade Station with its imposing tower. In Bazaar street the R.C. Church, the A.M.P. Buildings, *Wide Bay News* office, Post Office and Woodrow and Sons' buildings command attention. The extensive shipbuilding yards and foundry of Messrs. Walker and Co., Ltd., sawmills of Hyne and Son, the large sawmills of Wilson, Hart and Co. at once attract the visitor to the lower end of the town near the river. Facing the river are the Court House, Custom House and various hotels, and riverside buildings necessary to a commercial centre. The city presents an industrial front, and everyone appears intent on business as he hurries past along its well-kept thoroughfares. Indeed, it is admitted by strangers that Maryborough is one of the largest and most prosperous cities in Queensland, its foundries and sawmills turning out work equal to anything approached elsewhere, and even at lower price than those of the metropolis.

George Stupart's Drapery Palace

Is the oldest-established warehouse in Maryborough, and has grown from very modest proportions to the present large and commodious premises situated at the corner of Kent and Bazaar streets. George Stupart, the proprietor, has been in business since 1863, and has had a full share of the ups and downs of life. He has seen the gleanings of



GEORGE STUPART'S DRAPERY PALACE.

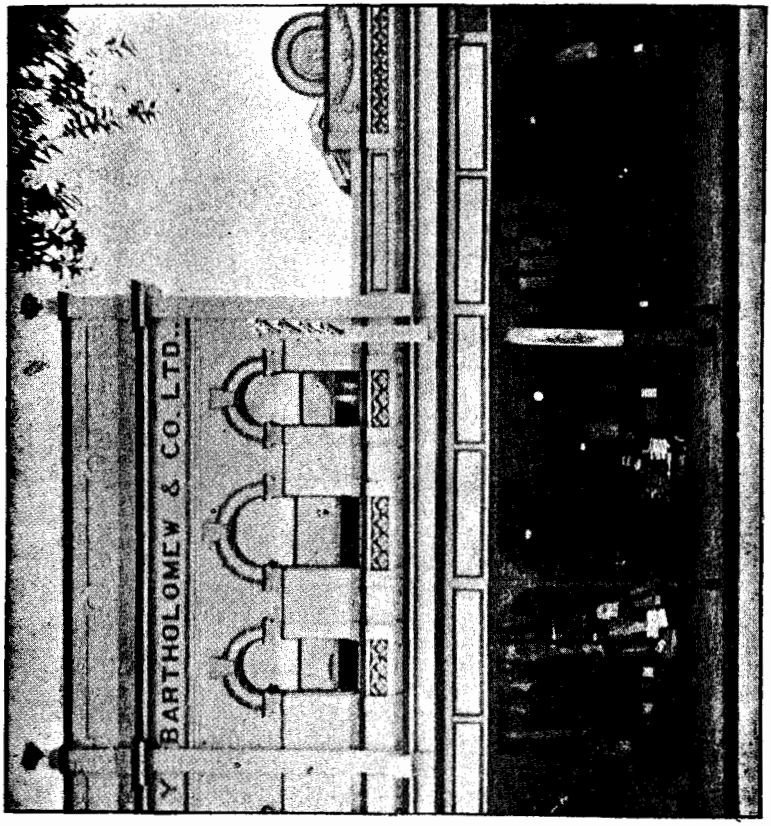
years wiped out by fire and suffered severely by the flood of 1893, to say nothing of the copper boom, the land boom and the various gold-mining booms. He has found, however, as many a smarter man has done before him, that it would have been wiser to stick to his own business. Mr. Stupart imports all leading lines direct from the best makers in the trade and his stock is always up to date; indeed it is questionable if there is a larger and better assorted, or better value north of Sydney. The chief departments are under capable management, and the assistants are well and favourably known for attention and civility.

In addition to the general drapery, clothing and millinery department, very special care is given to the household furnishing department, floorcloths, linoleums, carpets, mattings, Japanese and Chinese furniture, American and Austrian chairs, iron bedsteads, bedding, &c., &c. Mr. Stupart gives particular attention to the country trade, which his personal knowledge of the district enables him to understand and secure. Although very much engrossed with his business, Mr. Stupart has always identified himself with the public affairs of Maryborough, and has done a fair share of the work in helping to build up the various institutions of this progressive city.

Bartholomew and Co., Limited.

Occupying a commanding position in the centre of Kent street, opposite the Royal Hotel, are the business premises of Bartholomew & Co., Limited. Their establishments comprise two shops, one for ladies' and the other for gentlemen's wear, and they present a solid yet attractive appearance. The men's departments have a full staff of cutters and tailors, etc., having over twenty employees and assistants, and for excellence, variety of materials, superiority of workmanship, unquestionably low rate of prices, perfection of fit, they stand unrivalled. The Company having large capital at their disposal, are enabled to import direct from European and Continental makers, thereby saving a middleman's profits. In tailoring, hats, and general outfitting, they stand unrivalled.

The ladies' department comprises millinery, dress materials, fancy haberdashery, and Manchester goods, and each department is fully stocked with all the latest styles and

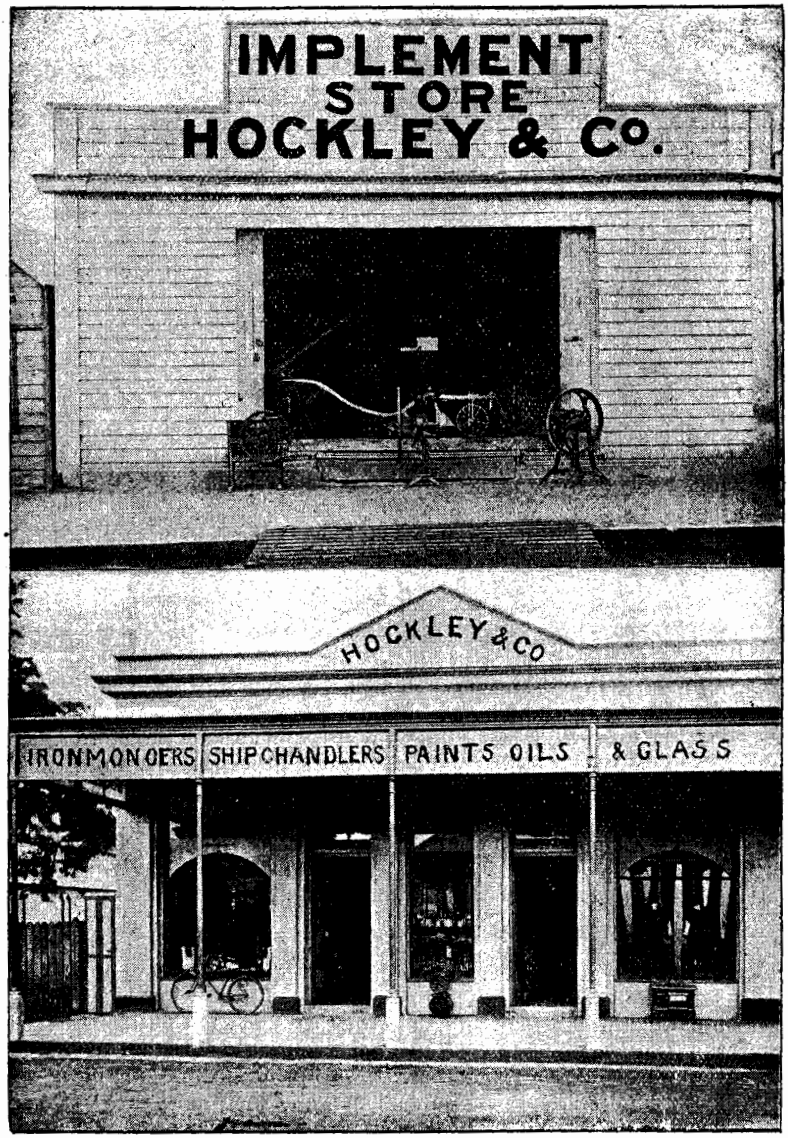


BARTHOLOMEW & CO., LIMITED.

fashions, while the prices are so low as to defy competition. The millinery department is superb, the stocks being very large and well assorted. A first-class milliner and artiste is in charge of the underclothing, and of this they hold very choice stocks. In the dress department all the newest materials of the season, and a well-assorted stock at popular prices are on view. For household goods, Bartholomew & Co., Limited, are second to none. Being large importers, they secure profits which are given to their customers in extra good value. They invite inspection, and solicit comparisons between their goods and those of other local establishments.

Messrs. James Hockley and Co.

The premises of Messrs. Hockley and Co. are situate in Adelaide street, and occupy a considerable frontage in an important portion of it. The business carried on is that of hardware merchants, embracing ironmongery in all its branches, agricultural implements, chandlery, paints, oils, and in short every ramification of a progressive concern. The firm was established in 1883 under the name of Hockley, Tait, and Co., with a branch establishment in Brisbane. Recently a dissolution of partnership took place, Mr. Tait retiring from the firm, and trade is now carried on by Mr. James Hockley. The front shop has a width of 40ft. and a depth of 90ft., while on the opposite side of the road is a commodious building used exclusively as a store for agricultural implements. The premises are within a few yards of the railway station, and most centrally placed for convenience and rapid despatch of goods. Messrs. Hockley command the bulk of the western trade, reaching out as far as Gayndah, the most important township lying to the west of Maryborough, and at one time famous as the centre of a vast sheep district. A very heavy stock is carried by the firm under notice, this being necessary owing to the fact that the town and district requirements are of a varied and comprehensive character. Nearly all goods are imported direct from England, America, and the Continent, the firm keeping a buyer at home. Messrs. Hockley and Co. are agents for F. and J. Howard, the Bedford manufacturers of agricultural implements, and their goods are in demand in the Wide Bay district. Needless to say the firm

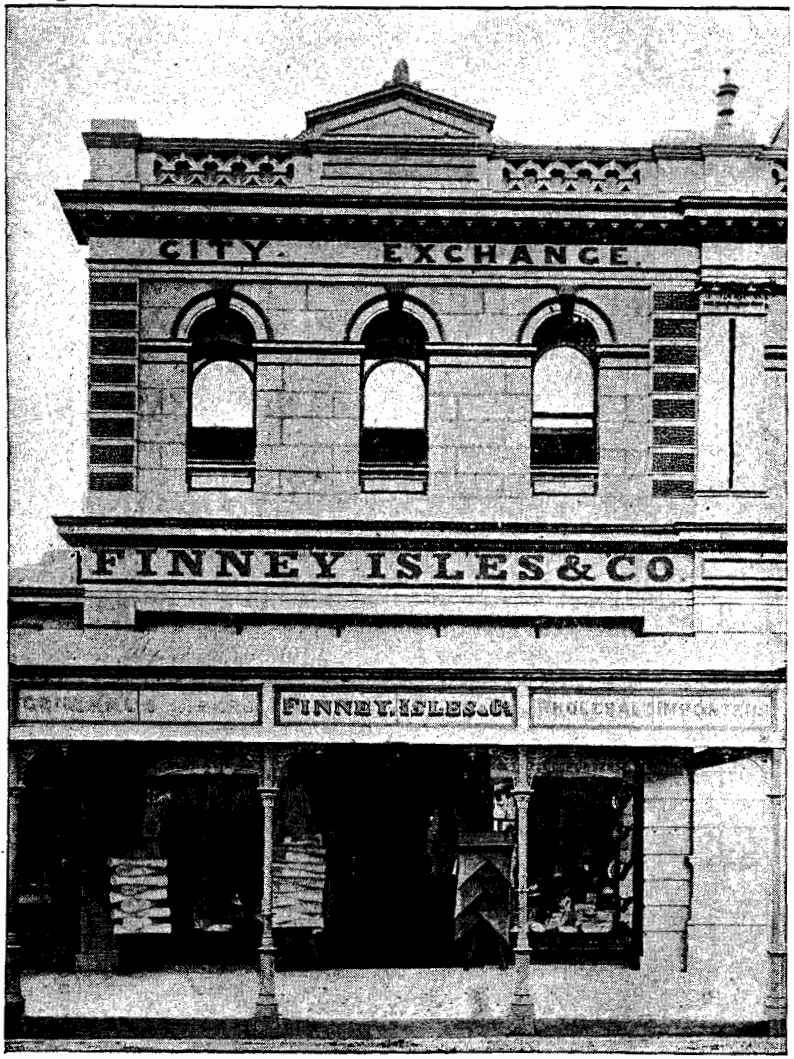


MESSRS, JAMES HOCKLEY & CO.

deals in a wholesale as well as a retail way, and travellers are constantly at work securing orders in the district. The firm enjoys a first-class reputation for probity and careful dealing. Mr. James Hockley has been many years in the town, and honourably filled the many public positions which he has held from time to time.

Finney, Isles and Co.

Messrs. Finney, Isles and Co. are household words in Queensland. North, east, south and west the name of the firm is graven on the knowledge of the people. The palatial drapery stores in Brisbane are a landmark in the city, and there are few persons indeed who have not at one time or other secured bargains from the firm. Over thirteen years ago (May, 1883), it was determined to open a branch warehouse at Maryborough, and fine premises were secured in the main street and adjoining the A.J.S. Bank. The enterprise of the firm was promptly rewarded, and has been followed by years of success. In 1883 there was only one man in charge and one man delivering parcels; now there is a great staff employed, and three horses and delivery van are scarcely sufficient to meet the daily demands. There has been an opening out, too, of the business, and besides the ordinary drapery trade, tailoring, dressmaking, and millinery keep many hands busily at work. The business done is on the cash system, and since the inauguration of this wise method the results have been most satisfactory. A large district trade finds its way to Messrs. Finney, Isles and Co., thanks to the cash and perfect parcel systems which the firm brought into operation, and which the country people were not slow to grasp. Mr. C. J. Hodnett is a careful, clever, courteous, and popular manager, well liked by the thirty or forty assistants who labour with him. Mr. James Reid is accountant. Mr. Thomas Finney, the head of the firm, pays periodical visits to Maryborough, and they are generally red-letter days, as Mr. Finney, with that boundless capacity for making other people enjoy themselves which he possesses, usually insists upon taking all the employees for a picnic, and such a fatherly act is warmly appreciated. The business premises, as may be seen from the illustration, are in height two-story, with presentable, well-lighted front. The interior is of great

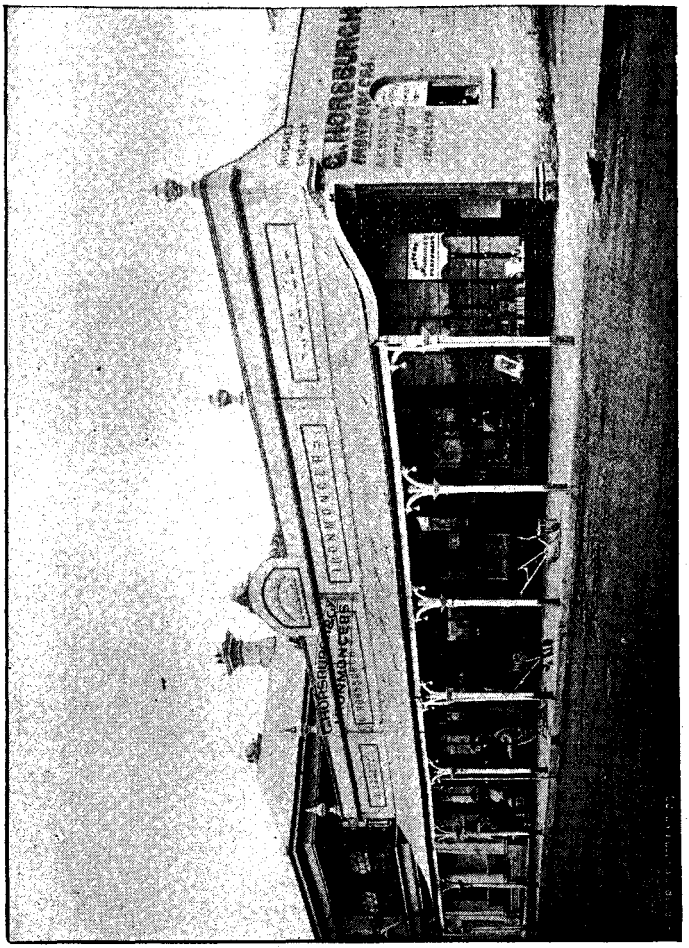


FINNEY, ISLES & CO.

depth, and fitted with every convenience, including the cash railway, while excellent provision is made in every way for the employees. On the upstairs floor are the tailoring and millinery departments and the office. Abundance of light floods the entire establishment, giving it a very cheerful and bright appearance. It is worthy of mention that during the thirteen years the firm has been in Maryborough no less a sum than £36,000 has been spent in wages and expenses. It need hardly be remarked that the stock is one of the largest and most fashionable in the city, and with such excellent management, courtesy, and expedition shown to all purchasers cannot but secure large patronage.

G. HORSBURGH AND CO., LTD.,

General ironmongers and importers, plumbers and galvanised ironworkers, are one of the oldest established firms in Maryborough. The premises, established in a small way in 1863, has taken rapid strides till at the present time it stands pre-eminent as the leading ironmongery house in the district. During the early history of the firm, the operations were confined principally to plumbing, but year by year steps in the ladder of time, progress and improvement, and increasing trade, compelled the firm to extend their business, and the handsome brick premises now occupied by them in the central position of the main street, were built and stocked with a miscellaneous assortment of general ironmongery. Besides the main premises, there are buildings of every description at the rear and also in the near vicinity, while in Richmond street the general workshops, employing a number of men, cover half an acre of land. The lion's share of the principal contracts in and around Maryborough, and many in the northern portions of the colony have been executed by Messrs. Horsburgh with absolute fidelity. The firm carry a tremendous stock, and the proverbial saying "from a needle to an anchor," may be justly applied to their varied assortment of general ironmongery goods of every description. The Kent street shops are beautifully fitted up, and the fine plate-glass windows stocked with serviceable and beautiful articles, the long row of handsome glass cases occupying the centre of the shop filled with cutlery and silver plate in the very latest designs, whilst novelties in glassware and crockery



G. HORSBURGH & CO. LTD.

are artistically arranged. Guns, rifles, and sporting material of every description, combined with the well assorted stock of ironmongery, call forth the well merited admiration of visitors and the general public. The bulk stores are crammed with iron, paints, oils, rope, chain, cement, wire, wire netting, station and mining requisites, agricultural implements, and, in fact, every item conducive to a first-class ironmongery business. As may be surmised, Messrs. Horsburgh are direct importers, and large shipments of goods are continually arriving from England, America and the Continent. The business was established by the late Mr. Geo. Horsburgh, senr., who arrived in Maryborough with his family in 1863, and on his decease, his place was ably filled by his eldest son, to whose perseverance and ability the successful progress of the business is due. He in turn is assisted by his sons, whose names are a household word in cricket circles and aquatic sports. Mr. A. Horsburgh is secretary to the Maryborough Rowing Club, and one of the most zealous and untiring of its officers. This club, unlike others, is in a good financial position, having a credit balance and being free from debt, whilst it has also a capital stock of boats. The following are the officers elected for the ensuing term:—President, Hon. A. Heron Wilson, M.L.C.; vice-presidents, Dr. Penny, D. Mactaggart, R. Hart, and G. Horsburgh; captain, Mr. Jno. Mactaggart; vice-captain, Alfred Wilmott; committee, Messrs. L. R. Rawson, P. Walsh, H. Brabazon, J. Horsburgh, D. Forster, V. H. Oelrichs, F. T. Stuckey, R. T. Matthieson, and A. A. Walker. During holidays this rowing club is very much in evidence on the Mary River and contests, in which the winners receive prizes and medals and other honours, serve to keep up a healthy excitement and friendly rivalry among local oarsmen known repute.

Maryborough Flour Mills,

Owned by Messrs. Creaser and Emmett, are situated in Kent street West, close to the railway line, and are in direct communication with Adelaide, as well as the local railway wharves. The building, which is of American design, is constructed of wood and iron, and fitted up with the latest and most approved machinery. It is 72ft. by 40ft., and

from the surface of the ground to the apex of the roof is 43ft. 5in. There are three floors, together with an attic roof formed out of the "Mansard roof." Within the mill are four large bins, each 20ft. 6in. deep by 12ft. 6in. square, having hopper-shaped bottoms. The sides are strengthened with ½in. cast-iron rods passing through the bins at every 5ft. Two smaller bins are also provided. The building rests upon a good solid foundation, composed of hardwood bed logs, 2ft. 3in. in diameter, with a good clay bottom under. Attached to the mill is the engine-room and office. The former is 24ft. square, and ceiled with galvanised iron, giving the room a pleasing aspect. The latter is 20ft. by 12ft., and neatly finished off with fittings, &c. At the back of the building is a double floored platform, the top floor being for delivering, the bottom for receiving. The motive power is derived from a very strong and compact engine of the horizontal type, fitted with expansion gear, and of 32 nominal horse-power. The boiler is of the multitubular type, 12ft. by 6ft. diameter, with 50 tubes made of mild steel plate, of Queensland make. The mill throughout is perfect in every detail, while the C in diamond brand flour produced is of magnificent quality, and commands a splendid sale in the district.

Singular to relate, the company obtain almost all their wheat from Adelaide, notwithstanding the fact that much fine wheat land is within easy reach of Maryborough and adjacent to the railway lines. Wheat-farmers are badly wanted in the Maryborough district. Messrs. Creaser and Emmett are prepared to buy all the good wheat which can be grown in the district. They are at present using nearly 182,000 bushels per annum, paying per bushel for it on the Maryborough wharves, and at this price farmers from the south could speedily make a competence. The millowners are willing to furnish all information to any agriculturists who may be desirous of settling in the district. Last year about 50 acres were all that was placed under wheat, while thousands of acres of superb wheat lands are starving for the plough and crying out to be cultivated. That a good opening exists in the Wide Bay districts for farmers is an undisputed fact, and, as before stated, the millowners are anxious and willing to assist in every way to obtain a greater production of wheat than at present obtains.



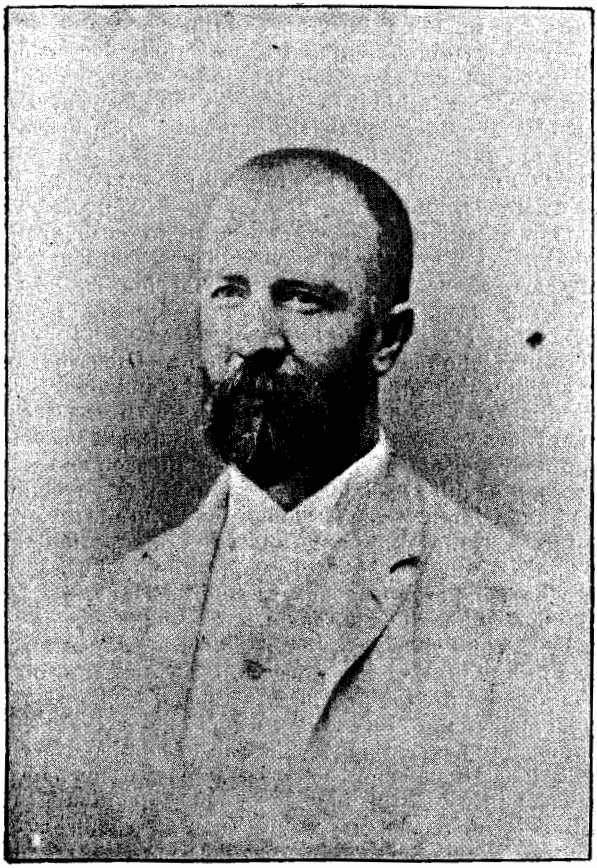
MARYBOROUGH FLOUR MILLS.

Jonathan Murray,

One of the most popular and energetic of Maryborough citizens, was born at Prestonpans, Edinburgh, Scotland, in 1844, and received his education there. After serving an apprenticeship to the grocery business in Galashiels he sailed for Brisbane, arriving in 1863. After spending about eighteen months in the metropolis, he came to Maryborough with his brother James and entered into farming pursuits. He was also associated with the late firm of Dowzer and Purser, and was a prominent man with Mr. G. T. Watson. He finally settled in Maryborough in 1871 and entered into business on his own account. Since his arrival here Mr. Murray has taken an active part in many public movements, among which may be mentioned his connection with the Municipal Council for over eight years, of the Chamber of Commerce, the Wide Bay Pastoral and Agricultural Society, and the Maryborough Rifle Club, in which he is considered a "crack shot," having gained several prizes for his skill. But it is more especially as President of the Caledonian Society he has rendered good service, and the society really owes its inception and prosperity to his energetic endeavours in its cause. Mr. Murray is, as natural to suppose, a lover of the poet Robbie Burns, and is quite an authority on matters concerning that eminent "son of song." He is also a Presbyterian and Oddfellow, but very liberal in his views and support of all benevolent and educational institutions. Mr. Murray married the eldest daughter of the late Mr. T. Miller, and has a family.

THE MUNICIPALITY.

Maryborough lies in lat. 25 deg. 35min. S., and long. 150deg. 43min. E., and is a municipal township in the county of March. Proclaimed March 23rd, 1861 (reincorporated June 8th, 1875). Electorate of Maryborough, on the north bank of the Mary River, 25 miles from its mouth, and 180 miles from Brisbane.



JAS. M. STAFFORD, (MAYOR).

It is the port of shipment for the whole of the Wide Bay and Burnett districts, and though the chief and only city, is no mean opponent of Rockhampton, and even Brisbane. It has, from its inception, been a place of progress, and though at intervals bad times and stagnation have occurred, it has recovered from serious depressions, and gone on steadily advancing to that premier stage which its vast resources entitle it to hold. At the census of 1876 the population was 6,637 in the municipality, inclusive of suburbs and agricultural settlements, which would number about 6,000 more. In 1876 there were 74 miles of streets, 1,800 dwellings, and property rated at £400,000. The stations in the neighbourhood are devoted to raising cattle and sheep, and are mostly in a flourishing state. The stock returns for January, 1879, were 3,200 horses, 36,176 cattle, 2,729 sheep, 2,162 pigs.

Fortunately Maryborough has been spared effects similar to those that followed the land boom in Melbourne and other places which wrought so much ruin and loss. The construction of a large number of what are termed "cock-spur railways" intended to act as "feeders" to main lines, impoverished the railway service to such an extent that a loss of fully £500,000 per annum was computed, whilst hundreds of capable workmen, dismissed and inactive, helped to swell the ranks of the unemployed. The building trades were the first to feel the depression, and brick and stone houses and even mansions were left idle, or, for fear of mischief by larrikins, let at 1s. per week—some of the finest houses and villas, once let at £3 per week. All this led to a feeling of unrest and unsecurity, with depression in trade, and extensive migration of population. But if Maryborough has not wasted its surplus capital or unsaleable ground and expensive tenements, the erection of comfortable habitations for the masses has been greatly neglected, and whilst there are signs of change in all this, brick and stone tenements of a substantial character are supplanted by buildings of a less ambitious order; and a great deal of bricklayers and masons' work will have to be done in the way of filling in gaps and vacancies ere Maryborough can take the proud title of city, to which it aspires, with credit. Though the few, rather than the many, are comfortably housed, it is universally admitted that the day

of bark humpies and weatherboard cottages, or slab and bark huts is at an end, and that superior dwellings should be erected for the humbler classes. Though Maryborough proper is undoubtedly a beautiful city, with public and private edifices which compare favourably with any in Southern cities, still many of its vacant allotments would, if utilized, cause the opening up of new stone quarries, the establishment of brick-kilns, and the employment of a large number of artizans. A plea for the construction of a better class of houses than in the past is found in the fact that most of the buildings erected not more than twenty years are terribly damaged through the ravages of the white ant.

The municipality was formed February 1st, 1851. Area, 22 square miles; 100 miles of streets. *13,600 population last census; municipality, 8,700; district, 13,000; rateable property, £557,657; total revenue, £15,192; total expenditure, £15,936; rates received, £10,978; total assets, £83,583; total liabilities, £66,060; voters on the municipal roll, 1,376.

Legislative Representatives, Jno. Bartholomew and J. T. Annear. Hon. Jno. Douglas, Hon. Ed. King—1879-80.

Mining Department, 1880, Geo. L. Lukin, Under Secretary and Inspector of Mines, now Police Magistrate, Maryborough.

MUNICIPAL COUNCIL, DECEMBER, 1896.

The Maryborough Municipal Council comprised the following:—Mayor, Alderman J. M. Stafford; Aldermen Fritz Kinne, J. Norman, C. S. M'Ghie, J. E. Noakes, C. Babaa, J. M. Dawson, C. Jocumsen, C. Bowker; Town Clerk, Kenneth Miller; Foreman of Works, D. Kerr; Engineer of Waterworks, D. Jaffrey; Assistant Inspector, G. Stedman.

MAYORALTY.

List of Mayors.

Henry Palmer, elected 26 April 1861
(Resigned August, 1861.)

John Eaton, elected August 1861
(Served till end of term 1862.)

*These figures are daily increased, and at least 2,000 more may be added to total.

James Dowzer, elected August 1862
A. W. Melville ,, ... 1863
Henry Palmer ,, ... 1864 to 1866
(Succeeded by James Dowzer.)
Henry Stoward ,, ... 1867
Jno. Harwood ,, ... 1688
H. Stoward ,, ... 1869
(Resigned December, 1869.)
Thos. Milner, elected December ... 1869 to 1870
C. E. S. Booker ,, ... 1870 to 1875
Chas. Powell ,, ... 1871
Fredk. Bryant ,, 1872, 1882, 1884, 1888, 1889
Henry Stoward ,, ... 1873-4
W. Southerden ,, ... 1876
J. T. Annear ,, ... 1877
R. M. Hyne ,, ... 1878
T. Penny ,, ... 1879
N. E. N. Tooth ,, 1880, 1881, 1885, 1886, 1891
Chas. Powers ,, ... 1883
Wm. Dawson ,, ... 1887
Geo. Stupart ,, ... 1890
Jas. M. Stafford ,, ... 1892
Wm. Harris ,, ... 1892
Jno. Bartholomew ,, ... 1893 and 1894
Fritz Kinne ,, ... 1894 to 1895
J. M. Stafford ,, ... 1896

TOWN CLERKS.

W. J. Inman 1861
Jas. Buchanan 1862
(Resigned April same year.)
Wm. Barnes (solicitor) 1862
(Resigned January 3rd, 1863.)
Robert Graham ... ... 1863 to May 1866
Thomas Holmes ... ... May 1866 to Oct. 1866
James Cunningham ... . 1866 to 1868
J. Chamberlain ... ... Feb. 1868 to Oct. 1868
Thomas Woodward ... Nov. 1868 to March 1871
Rd. Ramsay, Town Clerk and Town Surveyor 1871 to 1875—Jas. Dowzer
Jas. Cunningham ... 1875 to 1878—Jas. Dowzer
E. P. Wells ... ... Feb. 26, 1878, to Sep. 21, 1880
Wharton B. Jones ... ... Oct. 1880 to Dec. 1893
Kenneth Miller ... ... Dec. 1893 to 1895
(And the present occupier of the position.)

His Worship the Mayor, James Malcolm Stafford, is a native of Ipswich, Queensland. Born, June 25, 1859, and educated at the primary and grammar schools in that town. Articled to the law, Mr. Stafford has ever since made legal matters his constant study, and is regarded as a high authority on such, not only here but elsewhere. First elected Mayor of Maryborough in 1892. His decisions and ruling in the Municipal Council are seldom disputed, whilst his gentlemanly bearing and ability always command respect.

Aldermen.

Chas. Rabaa, native of Wurtemburg, Germany. Born, 1843. Arrived in Brisbane by ship Helena, 1856, and came to Maryborough in the same year, where he did no small share of pioneering work with teams on the imperfectly formed tracks leading to and from the stations of the Burnett district. He returned to Maryborough and settled down in 1875 as lessee of the Royal Exchange Hotel, Adelaide street. Elected alderman in the local council in February, 1894, and has since taken active part in all its movements. Councillor Rabaa is a man possessed of great decision of character and sound common-sense, which he brings to bear on all his transactions in daily life. Actuated by disinterested motives for the welfare of the city of his adoption, Councillor Rabaa has been instrumental in doing much good, and the spirit of progress inherent in his nature might be advantageously adopted by others.

Fritz Kinne. Born in Germany December 20, 1844. Arrived in Maryborough, 1870, by ship Australian, and entered into business as contractor and builder. Elected to Municipal Council in 1890, elected Mayor in 1895 and held office till 1896, when he resigned, but not seeking re-election retired into private life. Mr. Kinne was till recently proprietor and landlord of the Great Western Hotel, Lennox street, Maryborough. His liberal principles have made him popular with the masses, and he did much to advance the interests of the town. Accompanied by Mrs. Kinne, he is now taking a holiday trip to his native land.

Carl Christian Julius Jocumsen was born at Denmark in 1856, and came to Maryborough June 13, 1873, since which he has taken active part in local progressive movements. Elected alderman of Municipal Council in February,

1896, and has done much good in that capacity. As all attempts to establish a local market appeared unavailing Mr. Jocumsen, with commendable zeal, started a farmers' agency for the sale of dairy and other produce. This has become a leading institution in the community, and is well patronised by district farmers, who on Saturdays bring in their produce from far and near. Mr. Jocumsen is connected with several societies, but chief of these is the Protestant Alliance, of which he is a Past Master.

James MacAdam Dawson is a native of Glasgow, Scotland. Born in 1848, and educated at Glasgow and Edinburgh. Arrived in Victoria in 1850 and went to Sandhurst and adjacent diggings in 1863, and visited New Zealand and other localities till 1883, when he returned to the colonies and came to Maryborough in 1886, where he established the business for which the Lombards were famed, and which he still continues. Recently recognising that there was an opening for auctioneering, Mr. Dawson combined that business with the other and holds weekly auction sales, in which he is assisted by his two sons. Mr. Dawson is held in high esteem in the community, his genial manner, and ability command universal respect, and his election as alderman to the Maryborough Municipal Council in January, 1896, was regarded with great satisfaction by his many friends and the public. He also contested the Burrum electorate against E. N. Tooth, M.P., polling a number of votes and making a close contest. It is gratifying to know that the local municipal body have an able financier like Mr. Dawson connected with it, as he is able to advance money on good securities, and in time of need, with a big overdraft to grapple with, might even loan a respectable sum on the Town Hall, with a view to redisposal for firewood. Alderman Dawson is an advocate for democracy, pure and simple. Liberal almost to a fault, he has been instrumental in doing much good, but is utterly opposed to spending municipal funds without obtaining corresponding advantages.

J. S. McGhie, formerly District Superintendent of Railways, now alderman of the Municipal Council and member of Chamber of Commerce. Alderman McGhie is a gentleman whose opinions command respect, and he is one of the most popular men in the community.

JOHN NORMAN, native of Ayrshire, Scotland, arrived in Maryborough in 1883, where he established his present large tailoring business. Elected Alderman in 1891, being for three years chairman of the Waterworks Department. Was re-elected in 1894. Was twice a candidate for the Legislature in the labor interest, his liberal views making him very popular with the electors.

CHARLES BOOKER, commission agent, of Lennox street, is the son of Mr. C. E. S. Booker, of local butchering fame, and was elected alderman in the Municipal Council in 1896. He is a native of Maryborough, and long identified with its industries and public movements.

JAMES EQUESTRIAN NOAKES. Born at sea in 1844 on the ship Equestrian, after which he was named. Mr. Noakes' career may be thus summarized :—Educated in Sydney. Served apprenticeship with J. Ranken and Co., storekeepers, Maitland, N.S.W. Arrived in Maryborough in 1864, when he was for some time engaged as confidential manager for Ranken and Co. Commenced business on his own account in 1868, and carried it on successfully for about twenty years. Is at present engaged in sugar growing at Bundaberg, where he has a large plantation. Mr. Noakes is one of the best known and most popular men in Maryborough. He was appointed to the Commission of the Peace in 1885. Has been a member of the local Chamber of Commerce for about ten years, and of the Maryborough Permanent Building Society since its inception. Superintendent of the Church of England Sunday School for fully twenty-eight years. Holds high honours in the L.O.I.; is member of the School of Arts committee, trustee of the Grammar School, and the Wide Bay Pastoral Association. Mr. Noakes is an active member of the local municipal council. He was the founder of the first cricketing eleven, and a most liberal supporter of educational and other movements calculated to benefit the spot of his adoption.

WATER SUPPLY.

The original water supply for Old Maryborough was the Ululah Reservoir, a picturesque though artificial sheet of water, a mile from the town, surrounded by park-like

grounds, which form a secluded and charming resort. On the sea coasts about twenty miles from the town are the marine resorts of Urangan, Polson and Pialba. At the sea mouth is Bingham, a township almost unknown. Half way up the river from thence to Maryborough is the timber getting settlement of Dundathu, now deserted save by one man (Jackson) who has charge of the telephone service. To the westward of New Maryborough on the Gayndah road, immediately below a picturesque gorge of the river is West Maryborough, known also as the "old township." On the right bank of the river is the hamlet of Tinana, or One Mile, as it was first called, and further down beyond the Horseshoe Bend, opposite the town, is Howard, or East Maryborough, famed for Chinese market gardens. Further on are Owanyilla and Tiaro, the latter at the head of boat navigation on the Mary.

Report by Mr. D. Kerr (Foreman of Works, Maryborough Municipal Council) on the Maryborough Water Supply for 1896:—The water is drawn from Tinana Creek, at the head of tidal waters, about nine miles from the Town Hall. The quality is good and in volume equal to the requirements of a large manufacturing city. A concrete dam has been made across the creek on a rock bar which crosses the creek at the head of tidal water; this dam can be raised when required; at present it dams the water back in the creek for about three miles. The supply is drawn through a tunnel from the creek into the filtering well, from which it passes into the pumping well. The wells are connected by a short tunnel with a water-proof door between; both walls are about 12 feet deeper than the tunnel, the bottom forms a silt trap. Both wells and tunnel are lined with brick and cement; the wells are 60ft. deep. The engine, which occupies half of the pumping well, is known as the Compound Rotative Beam, and is capable of working up to 75 h.p.

The water is pumped from the well into a 10-inch cast-iron main and forced through it into the service reservoir, which is situated on the Alpha Sugar Plantation, two miles towards Maryborough on the Teddington road, and about 110 feet above the floor of the Town Hall. The reservoir is circular, 101 feet 6 inches in diameter, and holds about 700,000 gallons of water when full; it is lined with brick and cement.

The town is supplied from the reservoir by gravitation through a nine (9) inch main over six miles in length; the part which is laid in the river bed above the bridge is of wrought iron 12 inches in diameter. The central part of the town is supplied by two 6 inch mains and Newtown by one 6-inch main. About twenty-five miles of mains are laid altogether. The plans of the works were prepared in 1877 by Mr. W. Highfield, and the works was begun that year. Messrs. Linklater and Thompson were contractors for excavating and lining the wells and tunnel, and excavating the branch for the main from the pumps to the river bank. Messrs. G. Watson and E. G. Paxter were in charge when the work was started. Towards the end of the year (Mr. D. Kerr, who had been Clerk of Works on the Ipswich and Toowoomba waterworks, then finished) arrived and took charge of the works. The tunnel and wells were partly excavated at this time, but the whole of this undertaking was carried out by him (except the laying of this first syphon in the Mary River which broke up during the '90 flood). The pipe-laying and jointing was all done by day labour under the personal supervision of Mr. Kerr. Messrs. Tooth and Co. made and erected the present machinery. They also made and laid the present syphon, and are now erecting a duplication of the pumping machinery with a few alterations to strengthen it for pumping over a 50 foot standpipe at the reservoir, and to make it suitable for the present using main. Mr. D. Jaffrey has been in charge of the machinery since the works were finished. The works generally have proved substantial and easy of maintenance. When the new pump and standpipe is completed the supply available can be considerably increased by pumping over the standpipe.

Maryborough has fourteen miles frontage to the Mary River, nine miles to Saltwater Creek, three miles land frontage from the river to its intersection with Saltwater Creek, or a total of twenty-six miles boundary line. About twelve miles water frontage is navigable.

Great dissatisfaction has been expressed at the inferior quality of the water in Maryborough, and it is therefore the more gratifying to announce that Mr. L. Steindl, who recently put down a bore at his brewery at Granville, has struck a large quantity of a splendid article which affords

a marked contrast in clearness and brilliancy to that in general use. Mr. Steindl, knowing the importance of securing the best quality in water for brewing purposes, a few months ago had a well sunk on his premises—5ft. 6in. in diameter and 36ft. from the surface down, and being bricked and cemented had much the appearance of a large tank. It was from the bottom of this that Mr. Dickinson, an experienced well-sinker, put down cast iron pipes in the bore mentioned, and at 87ft. from the surface, struck an inexhaustible supply of pellucid water, which is thought to come from Tinana, and such being the case Mr. Steindl is to be congratulated on having scored one against our local waterworks authorities, in obtaining an abundant supply of the pure Teddington water filtered through the porous rock instead of being through iron pipes.

Whilst the discovery of this grand supply of pure water will have a direct influence on Steindl's beer, it is gratifying to know that there is such a large supply of excellent water if necessary for future requirements. Mr. Dickinson, who has successfully carried out Mr. Steindl's bore, has done much boring of a similar character for coal and minerals in these districts, the most important of which was that at Mr. Woodyatt's about ten years ago.

The following report and description of the city and suburbs was contributed by Mr. J. M. La Barte, and other friends.

Maryborough, the principal town in the Wide Bay and Burnett districts, is situated on the River Mary, about 177 miles north-west of Brisbane. It is a port of considerable importance, and enjoys regular communication with all ports north and south by mail steamers twice a week, besides several other seamers, sailing vessels, and craft of every kind. On the 4th of May, 1842, Mr. Andrew Petrie, Mr. Henry Stuart Russell, and two other gentlemen left Brisbane on an exploring trip to the Wide Bay districts, and on the 17th of the same month they anchored at the mouth of a river which was afterwards named The Mary, in honour of Lady Fitzroy, wife of the Governor-in-Chief of New South Wales. The privations and difficulties experienced and encountered by this exploring party, the finding of "Wandi" and "Duramboi" (two white men

who were held prisoners by the aborigines for some years); the inquiry into the fate of the Stirling Castle, a vessel wrecked in the vicinity of Fraser's Island, the survivors of which were mostly roasted and eaten; and the further labours and adventures of Mr. Petrie and his companions —are they not all written in the local chronicles? The past is shrouded in mist, and the historian is compelled to weave the dazzling web of imagination around the few bare facts which have been preserved, but it may be mentioned that in July, 1847, Mr. Burnett was despatched by the New South Wales Government to make a further examination of the Wide Bay and Burnett districts. His report was satisfactory to all parties, and to the few residents of Moreton Bay in particular. He stated that Wide Bay would never compete with Moreton Bay, although it would form an excellent harbour for coasting vessels, and would in the course of a few years become a place of considerable trade—subsequent events proving the accuracy of this judgment. Attention being thus directed to a navigable river and to a fertile district, population began to go north. Sheep and cattle stations were formed, boiling-downs established, and the foundations of peaceful settlement laid. The early history of Maryborough differs very little from that of many townships in Queensland and New South Wales. There was the era of bark humpies, then the age of wood and iron, and now the rounding-out and the enduring monuments of brick and stone. It was a peaceful and progressive evolution, advanced rapidly, perhaps, by the discovery of the Gympie goldfields in the sixties. From its inception to the present day Maryborough has been fortunate in capturing and retaining high-principled men—those who came out to the colony to make a home in it, and who were not at ease with their consciences unless they were doing their level best, not only for themselves but for the town of their adoption. Maryborough is the Glasgow of Queensland, and contains more Scotchmen than any other town in the colony. Perhaps that is the reason of its present enviable position, not only in regard to its practical but also poetical characteristics. The members for the town are Messrs. J. T. Annear and J. Bartholomew, M's.L.A., whilst Mr. N. E. N. Tooth represents the Burrum.

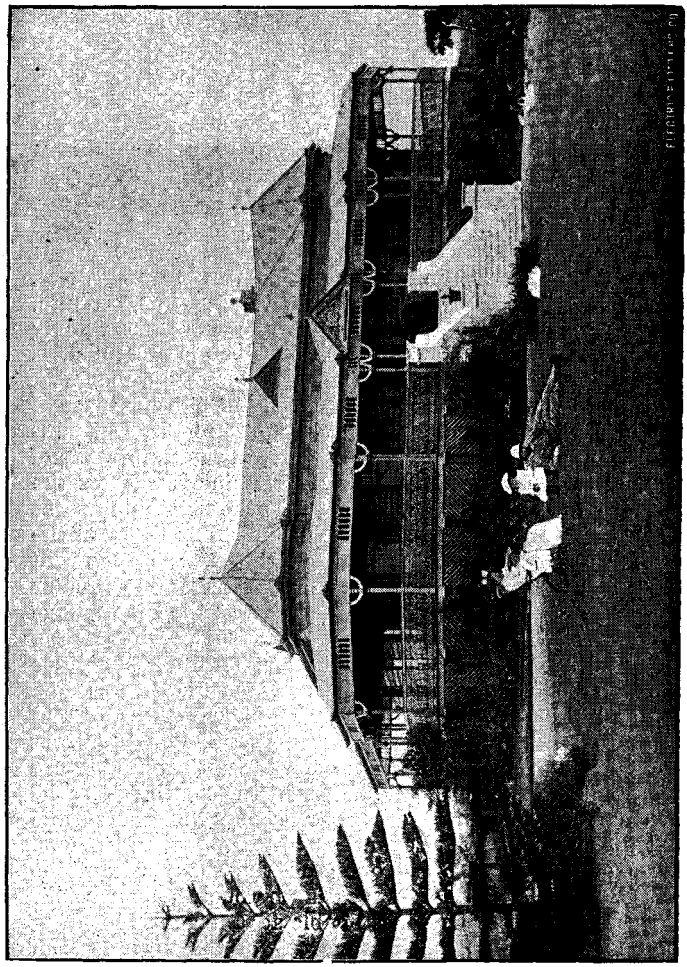
Municipal.

On the 2nd of February, 1851, Maryborough was established as a township, but it took a full decade to grow and be incorporated into a municipality, this important event taking place in March of 1861. On the 26th of April Mr. Henry Palmer was elected as first Mayor; but his reign was short, for in August he was supplanted by Mr. John Eaton, who served the remainder of the term. Owing to various causes municipal government was not an entire success in Maryborough, and in June, 1874, the council lapsed, but was reincorporated during the following year, and since then has gone on abounding in good works and loans.

The town has an area of 22 square miles and 100 miles of streets, no insignificant portion of this world's surface to be under the jurisdiction of one council. The population of the municipality is set down at 8,700, and that of the district at about 13,000. The estimated capital value of rateable property is placed at £557,657; total revenue, £15,192; total expenditure, £15,936; rates received, £10,978; total assets, £83,583; total liabilities, £66,060. There are 1,376 voters on the municipal roll.

Maryborough is picturesque and elegant, with broad, well-kept streets, handsome public and private buildings, and a wealth of floral beauty not surpassed by any town in Queensland. It may be described as one great garden, extending from the river's edge to the boundaries of the municipality. The town lies on an arm of the river—almost a peninsula—and the land is unusually fertile, composed principally of alluvial soil. Years ago a taste for floriculture was promoted owing to the close attention bestowed by Mr. R. B. Sheridan on the public gardens, and the dreariness of the town speedily gave place to floral opulence. Gardens abound everywhere; the meanest labourer has his plot of ground, and grows some bright flowers or tasty shrubs. It is true of Maryborough, above all places in Queensland, that every man can sit under the shadow of his own vine and figtree; he can also have his cow and acre of ground; and in politics he is, too, offered abundant choice. The public gardens occupy a large area of ground on the north bank of the river, and are within one minute's walk of the main street. They are altogether

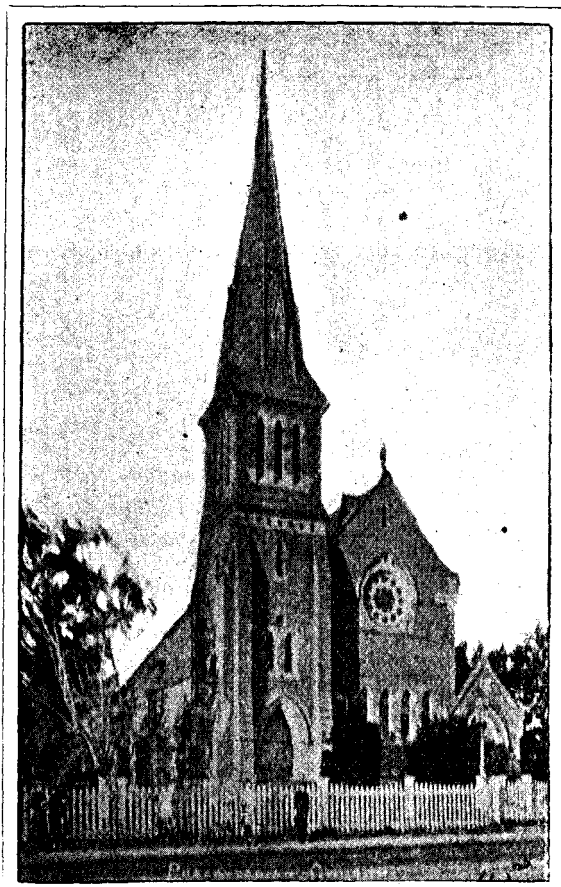
beautiful, rich with shady avenues, clumps of bamboos, bosky dells, green swards, placid ponds, delicate ferns and flowers, and sturdy fig-trees of every known kind. Tropical and temperate plants and flowers flourish in close juxtaposition. The waters of the river wash the banks, and in order that one may not forget the solid things of daily life, a railway line runs through the gardens, enabling coal and timber to be delivered at the garden wharves. The railway is not a disfigurement, as might be supposed, indeed it gives to the gardens some necessary hard lines which serve to intensify the soft colouring which prevails. As before mentioned, the cottage gardens are a great feature in the town under notice, and the residences of Messrs. Corser, Stupart, Harrington, A. H. Wilson, Hart, White, Harrington, Braddock, and many others are exceedingly pretty. A typical home, a sketch of which is presented, is that of Mr. James Stafford. The place is named Oonooraba, so called because the ground was once the fighting place of the blacks. Four and a half years ago the house was built of fine pine and beech, and the quality of the timber was of the best. The plot comprises six acres, and it was on the spot where the house now stands that the first humpy was seen thirty-five years ago. It commands a fine view of the Ululah Reserve, a chain of fine waterholes, where the wild fowl love to dwell. Before the house is a fine circular lawn, two and a half chains in diameter, with a carriage drive around it. On either side of the lawn are ten beautiful Araucarias (Cookii). These, forming the inner boundary of the drive, with the *Eugenia macrocarpa* and *Araucaria excelsa* as the outer one, make a pleasing and rich front. Mr. Stafford has proved beyond question that the Japanese national flower, the chrysanthemum, is not alone suited to the cooler climates of the south, as at the last chrysanthemum show in Brisbane he secured the champion prize for size and quality against all comers. Beds of them are to be found on the shady side of the house, and they will help to do Maryborough honour before the season closes. One inestimable advantage of the situation is its "openness." A fair view of the town is seen from the front, with the hospital buildings away on the south, while on the other side is a panorama of river, dale, and hill, the landscape being dotted with houses, cultivated



RESIDENCE OF JAS. M. STAFFORD.

fields, and patches of rich scrub. It is a home to make glad the heart of man.

The principal street in Maryborough is Kent street, a fine thoroughfare with not a few pretentious buildings, notably the School of Arts, the A.J.S. and Commercial Banks, the Royal Hotel, Grammar School, State School, and other places. Adelaide street is the second thoroughfare, the Fire Brigade Station and the Wesleyan Church being the only edifices worthy of notice. In Bazaar street is the Roman Catholic Church, the A.M.P. Buildings, the Post Office, *Wide Bay News* office, and the commanding premises of Woodrow and Son. In the lower part of Kent street are the shipbuilding yards of Walkers Limited, the sawmills of Hyne and Son, and the new mill of the Maryborough Sugar Factory Co. Facing the river are the Court House, Custom House, Wilson, Hart and Co.'s sawmills, with wharves, slips, and the various riverside buildings necessary to a commercial centre. The city has an industrial appearance, and possesses two large foundries, three sawmills, a flourmill, two steam joineries, and scores of small establishments. The foundries and sawmills may be set down as the largest and best appointed of the kind in Queensland. Around and about the town are many elegant sacred edifices. The Presbyterian Church occupies the best site in the place. As will be seen from the illustration it is a handsome building, and has for its pastor the Rev. J. I. Knipe, who for 27 years has faithfully carried out his duties, and who is the most cultured and soundest expositor of the Scriptures north of Brisbane. The Wesleyan Church is another striking building, while the Anglican Church is happy in the possession of a splendid peal of bells, the gift of a deceased parishioner. The Roman Catholic Church, a time-worn brick structure almost hidden by trees, is shortly to give place to a stone erection, which will be adorned by the graces of latter-day architecture. The Town Hall of Maryborough should be carted out to the suburbs and used as a storehouse—it is a disfigurement to the main street. Very conspicuous is the Fire Brigade Station, rearing its head in Adelaide street. It is thoroughly well equipped and controlled by a watchful and ever ready corps of firemen. Theatrical companies need have no fear they will not be able to secure a hall to play in; there



PRESBYTERIAN CHURCH.

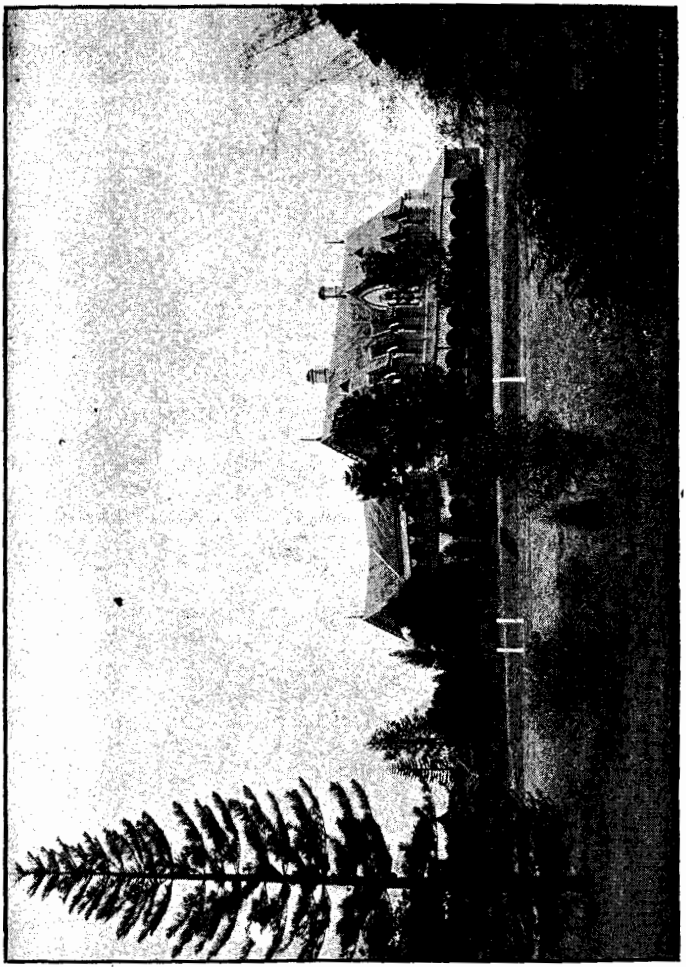
are four really commodious places, and several small halls owned by different lodges. The local hospital is outside the boundaries of the town, and is far too large for the requirements of Maryborough. There are altogether three huge brick buildings, besides a Polynesian ward. Uncontrolled generosity has had much to do with such a lavish expenditure in bricks. The buildings are elegant and exceedingly commodious, but one great division is empty, and likely to remain so unless there is a startling outbreak of cholera, smallpox, or typhoid, which is not likely to occur in such a cleanly place as Maryborough, where cleanliness and godliness may always be found hand in hand. The grounds are very tastefully laid out, and the front entrance is adorned with three chaste lamps set in an elegant iron circle, and adorned with scroll and fretwork. Dr. Garde is surgeon, while Mrs. O'Connor is the experienced and trusty matron. The Lady Musgrave Lying-in Hospital is a pretty wooden structure to be found in another part of the town.

The School of Arts is the pride of every Maryborough citizen. Outside of Brisbane it is the finest institution of the kind in Queensland—externally and internally. It is the lion of the town, and every visitor is in duty bound to go over the institution and admire it. Its present state of blessedness is the result of many years of intelligent and discriminating labour. The work was commenced on 30th May, 1860, when at a public meeting it was resolved to open a subscription list towards erecting a building to be called "The Maryborough School of Arts and Reading Room." Money was speedily raised; £200 was obtained from the Government, and on the 5th February of the following year the erection of a wooden building, to cost £430, was commenced. A quarter of a century later the cottage had outgrown its usefulness, and it had to make way for the present beautiful building, which was erected at a cost of £3,000. The library of the present institution contains over 7,000 volumes, while 87 papers are furnished to the reading-room. The works in the library are divided as follows:—Arts and sciences, 490; history and historical works, 207; biography, 258; philosophy and theology, 125; voyages and travels, 441; poetry, the drama, and classics, 108; magazines, periodicals, and reviews, 38; fiction,

2,867; juvenile literature, 360; works of reference, 46. Attached to the institution is a good museum, wherein may be found specimens of minerals from all parts of Australia, technically named, and including 144 samples of ores crushed at the Aldershot smelting works, showing the quantity crushed and yield of gold obtained; a large collection of reptiles, photographs, and preserved specimens of Queensland fishes, including the almost extinct ceratodus; a first-class collection of birds, arranged with much skill, and all named; collections of shells, insects, and coins; specimens of Queensland and New Zealand timbers, marketable and otherwise; curios from Japan, the South Sea Islands, New Guinea, New Zealand, and Pompeii. Carrying out the full meaning of its title, technical education is an important part of the work of the institution. Nearly 150 pupils attend the various classes—shorthand, mechanical and freehand drawing, painting in oil and water colour, singing, harmony, carpentry, book-keeping, ambulance, scientific lectures (illustrated by means of lantern and oxy-hydrogen light). The session generally includes a university and a juvenile course of special lectures. An expensive and complete set of appliances for the electrical, chemical, ambulance, and physic classes form no mean part of the assets of the institution. The secretary of the School of Arts is Mr. David Gardner, a popular, active, resolute, high-principled gentleman, who has ever displayed the warmest interest in his work, and since 1890 has conceived and carried into practice many of the attractions of the institution.

The Schools.

The State schools at Maryborough are the Central, with nearly 500 children, the Albert with over 600, and the Newtown with over 300. Besides these there are suburban schools at Granville, with nearly 200, Tinana with 200, and Sunbury with 100. The Central has separate departments, under head teachers, for boys, girls, and infants; all the others are mixed. A visit to any one would be a revelation to outsiders. All the buildings are handsome and commodious, with ample grounds. The walls are profusely decorated with pictures, and the grounds filled with trees and flowers. Nor is this all, the inspectors of the Education

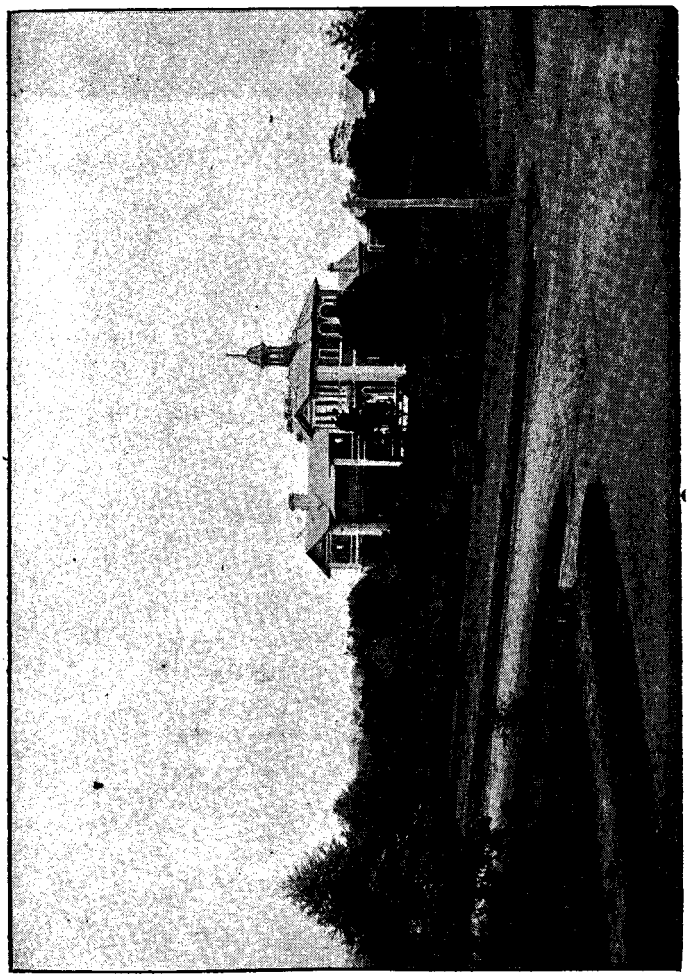


BOYS' GRAMMAR SCHOOL, MARYBOROUGH.

Department speak in high terms of the management of these schools. More Grammar School Scholarships are taken in Maryborough than in either Gympie or Bundaberg, the Albert School, under the tutelage of Mr. James, having secured no less than 24 during the past six years. The Roman Catholic and Convent Schools are also largely attended, and the Christian Brothers' institution is invariably well attended and excellent results follow the periodical examinations. Devoted to the higher education are two admirable institutions—the Boys' and Girls' Grammar Schools. These handsome edifices, charmingly situated, facing each other on opposite sides of Kent street, are thoroughly equipped and appointed, and surrounded by large and tastefully laid-out grounds, and are unsurpassed by any schools of the class in the colony. The past records of both schools completely bear out all that is claimed for them. The boys' school particularly has, by reason of the conspicuous successes of former scholars, ganied a high colonial reputation, which is in no danger of being lowered by the scholars now coming forward. The Grammar Schools have been established 13 years, and in the course of that time have acquired many tender associations. It was in the year 1878, after a good deal of correspondence and agitation in the public Press on the advisableness of establishing a Grammar School in Maryborough, that Mr. R. M. Hyne, the then Mayor of Maryborough, brought the matter to a practical issue. Prior to this Maryborough scholarship boys—and there were generally a good number of them—served their terms chiefly at the Ipswich or Toowoomba Grammar Schools. Public meetings were held, and in the course of a few months over £2000 were raised by subscriptions and a bazaar. More than was necessary to found the boys' school and obtain the Government endowment having been secured, it was decided to apply the surplus to a girls' school. After the site had been selected, tenders for the boys' school were called, and that of Henry Taylor accepted at £5,500, the design being that of Mr. Hall, of Brisbane. Good progress was made, and the school opened on Monday morning, 5th September, 1881, the attendance being 24 boys and 26 girls—girls and boys then using the boys' school, as tenders had not yet been called for the girls' school. Mr.

James Murdoch, M.A., was head master, and Miss Budgett head mistress. Since then members of the staff, as well as pupils, have come and gone. Mr. Murdoch was succeeded by Mr. Vaughan in 1885, who in turn gave place to Mr. J. Thomson at the end of 1890, though Mr. Thomson had prior to this held the position of third master from the starting of the school. Mr. Charles H. Barton is another old member of the staff, having handed over the secretaryship of the school in 1882 to Mr. Jas. Marsden, and accepted the position of second and classical master, which he still occupies. The other members of the staff are all highly-qualified teachers from England. The excellent progress of the school necessitated additional accommodation, and this was secured in 1890 by the erection of a handsome wing to the main building and other buildings at a cost of £3,500. The school has now accommodation for 35 boarders and from 150 to 200 day scholars. The school and grounds now form one of the prettiest sights in Maryborough, and a visit over both is desirable. The gardens are well laid out, the handsome shade trees all about having now reached sturdy proportions, while the flower-beds are always covered with blossoms. On one side of the school is the cricket and football ground, with a first-class concrete wicket, and, as the school is well supplied with cricketing and football material, both games flourish. On the other side of the building, is the gymnasium, all the paraphernalia being under a spacious pavilion and over a tanbark floor, upon which the boys, if they fall, receive no injury. Unless specially excused, each boy must go through a course of gymnastic training and physical drill. There is also a good cadet corps, and a fine tennis court provides good sport. Mr. Thomson, the head master, is also the resident master, and, with the invaluable aid of Mrs. Thomson, manages the house in a manner greatly appreciated by parents and thoroughly conducive to the domestic welfare and comfort of the boarders. The school appears to lack nothing that is essential to such an establishment. The sanitary arrangements are excellent; water is laid on throughout the building. There are six or seven bathrooms adjacent to the dormitories, which are roomy and well lighted, each boy having a comfortable bed to himself. The discipline of the school is good, and

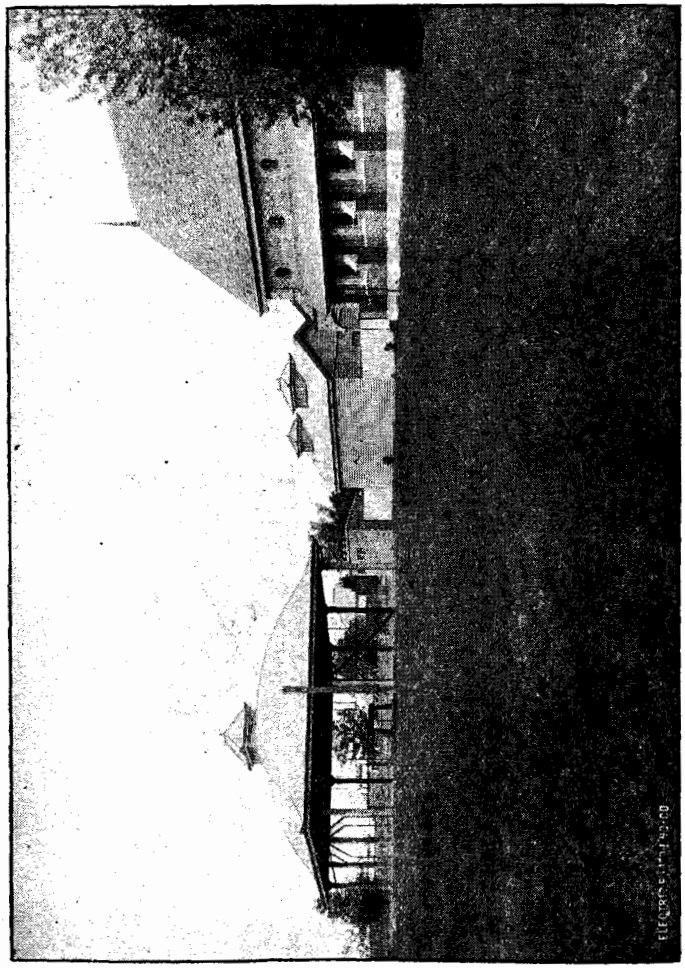
Mr. Thomson has imparted to it a kindly and improving home influence. The culinary department is first-class. It is questionable whether the kitchen of any hotel is so well fitted up and so amply supplied with all cooking requisites. The same may be said of the washhouse and laundry, where there are the best appliances and the utmost cleanliness. The classrooms are large, and there is a chemical laboratory, containing everything that is necessary in the teaching of chemistry, physics, mechanics, and other allied scientific subjects. The school has a valuable reference library for the masters, and another large collection of well and carefully selected books on travel, adventure, and other attractive subjects for the boys. There is good stable accommodation for the horses of boys who ride into school from the surrounding districts. The scholars of the Boys' Grammar School have always held a high position in the Sydney University Senior and Junior Examinations, and gold and silver medals have been won as well. The school has been fortunate in the matter of private bequests. In addition to three entrance scholorships and two commercial scholarships, there are three "Melville bursaries," all open annually and worth from £12 12s. down to £4 4s. Three honour boards in the main schoolroom, nearly filled with names, testlfy to the distinction gained by the boys attending this school in the past. Facing the boys' school, on the opposite side of Kent street, and nestling cosily upon four acres of land, amidst camphor laurels and blossom-laden flower-beds, is the very pretty Girls' School. This handsome building and the well laid out grounds form quite a beauty spot, and young girls could hardly be brought up in a more appropriate and beneficial environment than surrounds and influences them here. It has already been stated in dealing with the boys' school that the early establishment of a separate school was the result of the great success attending the founding of the boys' school, and the fact that there was a very large surplus sum in hand from the proceeds of the bazaar in 1880, which the ladies at the time decided should form the nucleus of a fund for the girls' school. Pressure on the space of the boys' school hurried the project on, and shortly after the completion of the latter the girls' school was started. The building was



GIRLS' GRAMMAR SCHOOL, MARYBOROUGH.

completed and taken possession of in 1883, having cost £3,396. The school served its purpose well till 1891, when, further accommodation being required, very handsome additions, costing £2,300 were carried out. The school as it stands now is a large and beautiful residence. The staff of the girls' school has always been a most efficient one, and the results have invariably been satisfactory. In 1882 Miss Caroline Darling succeeded Miss Budget as head mistress, and in 1889 was in turn succeeded by Miss A. Martin. The present head mistress, Miss Millicent Wilkinson, has only recently taken charge, but those who have already become acquainted with her have discovered that she adds to a charming manner and bright intelligence a large experience of her work, and a good deal of enthusiasm in carrying it out. Apart from her proficiency in the routine studies of the school, Miss Wilkinson has special accomplishments, musical and artistic. The present staff is a capable one, and the future work of the school should be very creditable. It is hardly necessary to say that the school grounds, which are in charge of a professional gardener, are very attractive. The school externally pleases the eye, and is within a model of comfort and cleanliness. As with the boys' school, so here the utmost care has been bestowed upon the most perfect drainage and other sanitary arrangements. The classrooms and bedrooms are cool and well ventilated and lighted, and the view from all the windows is simply delightful. The school possesses probably a finer hall than any other grammar school in the colony. It is beautifully lined with polished cedar and pine panels, architraves, and other ornamental devices. Altogether the comforts and the conveniences which the girls who board at this school enjoy are such as the majority of our citizens are unable to afford in their own homes. There is accommodation at present for 20 boarders and a large attendance of day scholars. The girls' school as well as the boys' is endowed with annual scholarships and three Melville bursaries.

There are eight churches in the town—Church of England (Rev. R. R. Eva), Roman Catholic (Rev. John O'Reilly), Presbyterian (Rev. J. I. Knipe), Wesleyan (Rev. H. Pennington), Lutheran (Rev. F. Copas), Primitive Methodist (Rev. A. Harding), Baptist (Rev. C. Boyall), and Congrega-



HALL AND GYMNASIUM, BOYS' GRAMMAR SCHOOL, MARYBOROUGH.

tional (Rev. J. C. Harris). The Salvation Army has also many followers, and possesses a fine barracks and a good band. A few Christadelphians meet each Sunday in the Oddfellows' Room. As before stated, nearly all the church buildings in the town are handsome and palatial.

Maryborough is decidedly a musical town, and many of those who swing the hammer in the foundries are capable of wielding the baton at high-class concerts. Musical entertainments occupy first place among the amusements of the residents, and they are invariably well attended. The musical societies have been the means of bringing together two or three really fine orchestras, and lately there has been formed a company of bellringers, who give promise of high ability. With music in the heart, and flowers in the home, there is no place for social impurity in the town. Then there are rowing, cricket, and football clubs, all well patronised by the sturdy youth of the place; a horticultural society, and the Wide Bay and Burnett Pastoral and Agricultural Association, which holds an annual exhibition; and a jockey club, which is only fitfully supported. Of lodges and clubs there are not a few—Freemasons, Protestant Alliance, Good Templars, Rechabites, Hibernian, Oddfellows, Caledonians, railway servants and the fire brigade. The Wide Bay Defence Force has also its quarters at Maryborough; but the military instincts of the people are not very pronounced. The fine river is conducive to picnic parties, steamer excursions, and regattas. Pialba, one of the prettiest watering places in Queensland, is only two hours' drive along a magnificent road, and those whose taste for recreation runs in a quiet groove can nightly enjoy an hour's literary recreation at the School of Arts.

Four newspapers are published in the town—the Maryborough *Chronicle*, published daily; the *Wide Bay News*, published every Tuesday, Thursday, and Saturday; the *Colonist*, weekly; and the *Patriot*, weekly. The *Chronicle* inclines to an advanced Conservatism; the *News*, to a breezy Radicalism. The *Colonist* is the well-edited weekly issue of the *Chronicle*, and finds strong support in the immediate district. The *Patriot* is an audacious social scourger, and strong supporter of the Labour party. The Maryborough

people are well served by the *Chronicle* and *News*. Each has a wide circulation, and each is healthy in tone. The *News* has an originality of its own quite refreshing.

Justice is dispensed with an even hand by the Police Magistrate, Mr. George L. Lukin, who has been in the Civil Service of the colony for 33 years, and whose experience is unmatched probably by any other Civil servant in Queensland. Common sense usually sits at his right hand, and kindness on his left, and the unfortunates who come before him invariably get justice tempered with a broad mercy, He has served from the Palmer, north, to the M'Intyre Brook, south, and Roma, west, and as Under-Secretary for Mines and Police Magistrate has ever acquitted himself as an honourable, upright gentleman. Another old colonist is Mr. Joseph Moore La Barte, clerk, valuator, inspector of works, rate collector, and sanitary inspector to the Burrum Divisional Board. He is a clever, cultured gentleman of vast colonial experience, and has had more than his fair share of ups and downs. I am indebted to him for much information respecting the suburbs and district of Maryborough. Every detail is at his fingers' end, and at the command of any enquiring mind. As a roadmaker he has more than a local reputation, and the fine ironstone roads around Maryborough are largely owing to the intelligent and practical oversight of Mr. La Barte.

The products of Maryborough and district may be briefly summarised—timber, coal, minerals, sugar, fruit, and oysters. Pine, hardwood, and cedar are found in the neighbouring scrubs, and most of it when sawn and dressed at the mills is readily purchased in Northern Queensland. Messrs. Hyne and Son and Wilson and Hart weekly send shipments by their own boats and steamers to Northern ports. Coal is extensively worked at the Howard, Torbanlea, and the Burrum collieries. Howard is about 18 miles from the town, a place with about 450 inhabitants, and possessing a good State school, three churches, and several well-planted orchards. As stated elsewhere, minerals are found all over the district—at Paradise, Eidsvold, the Shamrock, Biggenden, and other places. Sugar planting is going on apace, and a great deal of fresh ground is now being cleared and ploughed. The opening out of the Isis Scrub has put Maryborough in good heart, and great expectations are

being laid out for the future, when the scrub lands are converted into fields of sugarcane. The alluvial character of the soil renders Maryborough a promising fruit-growing district, and scores of fine orangeries are to be met with near the town. Over 20,000 cases of oranges annually find their way south during the months of February, March, and April. Experts speak of the fruit as of the highest quality, superior to any grown in any part of Australia. The demand from the south is steadily growing, and large orders have lately been received from Victoria. When more care is taken with the picking and grading of the fruit, the orchardists may expect to reap large profits. Plums, pears, nectarines, and strawberries, together with other fruits are acclimatised throughout the district. Oyster-fishing is extensively carried on in Wide Bay. Nearly all the bivalves are shipped to Sydney and Melbourne, and command high prices.

Thanks to a hardworking Chamber of Commerce, insatiable members of Parliament, and a clamorous people, Maryborough is well served in the matter of railways. She is connected with Brisbane in the south, 160 miles away, and with Bundaberg and Rosedale in the north. The trip from Brisbane occupies eight hours, and the scenery is most interesting all the way. The railway runs towards the west 57 miles, and it is to the development of the land which this line taps that Maryborough will have ere long to give close attention. Agitation is on foot to construct a line to the watering-place, Pialba, 22 miles away, but as this line is more of a luxury than a necessity, and as it has clinging around it just a suspicion of land booming, it would be well to hang it up till better times, and push ahead the Western line as far as Gayndah. Thousands of acres of wheat land are lying in the west waiting the advent of the plough, while year by year hundreds of pounds are drifting to Adelaide for wheats and breadstuffs.

Suburbs and District.

On the south bank of the River Mary lies the suburb of Granville, a thriving offshoot of the town previous to the great flood of 1893, when the whole of the town part fronting the river was totally submerged, scores of houses being bodily carried away, and the sites totally destroyed by the

rushing waters. Originally called into existence as the site on which Wilson, Hart and Co.'s first sawmill was erected, the workmen of which naturally clustered round the mill, it was also the overland route to the famous pine scrubs at Tincan Bay, and the road to the planlations on Upper Tinana Creek, of Kircubbin, Charleville, Magnolia, and Callart, where, in the early seventies, a large population was constantly employed; but now all is silent and the mill plants are removed. In those days, during the early seventies, Rawson was at Kircubbin, with Speaker Cowley as manager, De Libert bossed Magnolia for General Fielding, and Cameron was slaving hard forming Callart into a plantation. Now the whole is either in the hands of banks or mortgage companies.

A small watering-place has started at Boonooroo, 14 miles from Granville, on the shores of Sandy Straits, a sort of miniature rival to Pialba as a seaside resort, having little or no beach, but rejoicing in the possession of the largest and fiercest mosquitoes and sandflies in Queensland. But this must not be alluded to in the presence of a Granville resident. It is the centre of the Granville division, has a divisional hall and post-office, a large State school, and church belonging to the Church of England. The present Mayor of Maryborough is chairman of the divisional board, with H. F. Parker as clerk and valuator.

On the same side of the river, but in the opposite direction, connected with Maryborough by a long wooden bridge, lies the suburb of Tinana, itself surrounded by a closely-settled farming population, which in the days when the sugar industry was at its height included the plantations and mills of Eaton Vale, Iindah, and Ferney on the Mary River, and those of Alpha and Nerada on Tinana Creek. It was one of the first agricultural settled districts in the colony, the banks of the Mary being lined on both sides with dense pine scrubs. Communication was entirely by water; the logs were simply rolled into the water and floated to the mills. Blacks were plentiful and daring, robberies frequent, and their depredations were often quickly revenged. Men toiled hard in those days in subduing the wilderness, having no comforts, and often not the bare necessaries of life, and even now on looking back they can hardly be blamed if when visiting the town occasionally

their conduct was not quite so decorous as that which one now finds at a social of the Y Union. A. Murray owned Iindah; the Elwoods were on Tinana Creek, Pountney at Yardley, O'Kelley at Ferney; Colquhoun and Hedges were surveying. These, all cadets of good old houses at home, brought capital into the district, but with the solitary exception of O'Kelley they have succumbed like all pioneers; but Maryborough hummed whilst they were in town. The Royal and the Melbourne hotels were lively places, and the few old policemen about the place had their hands full. Above the old police camp the late G. W. Bailey farmed a large tract of good alluvial soil, and, being an educated man, contributing regularly to the local Press, so ingratiated himself in the good opinion of his fellow-settlers that when the district became entitled to send a member to Parliament he was singled out as one who knew their wants and sympathised with their views, and was returned as their member, which seat he held for many years, holding the position of whip to the Liberal Party in the House. His knowledge as a medical man, though not practising, was most valuable to the early settlers, as he was ever ready to attend the call of the sick and needy. At the junction of Tinana Creek with the Mary was the residence of the first Crown Lands Commissioner for the district, the late Mr. Bidwell, a famous botanist whose garden has been the means of introducing into the colony many tropical plants and fruit-trees, which are now a source of wealth to the colony.

Tinana is a divisional board district, possessing a divisional hall, church, post-office and State school. The orangeries and fruit gardens of Messrs. Brennan and Geraghty, G. A. White, M'Gregor, and others will well repay a visit, whilst on the Waterworks road Mr. John Park's place is worthy of inspection, as it is a perfect experimental farm; and about eight miles from town is situated the now famous Maryborough Waterworks, on the bank of Tinana Creek, its sylvan glades being a favourite resort for picnic parties.

West of the Mary, and south of the Gayndah road, as far as Myrtle Creek, lies the division of Antigua, a long narrow strip of agricultural land on the bank of the Mary. It in no place exceeds three miles in width, and the Maryborough and Gympie Railway runs right through it,

allowing the settlers easy communication with Maryborough, through the stations of Antigua, Mungarr Junction, where the line branches off towards Gayndah, Graham's Creek and Yengarie.

Yengarie may be called the business centre of the district, as here are erected the famous sugar refinery works of Cran and Co. In the early days the site of a large boiling-down establishment belonging to Mr. (now the Hon.) R. H. D. White, M.L.C., of New South Wales, coming into the possession of Messrs. Tooth and Cran, that enterprising firm erected meat extract works on the Liebig system, which continued in operation until the enhanced price of cattle drove the business to the south American continent. Then arose the present refinery works, which have been continually added to until they now occupy several acres of ground. Mr. Robert Tooth retired from the firm some years ago, and the business is now managed by Messrs. Robert and A. Cran, sons of Mr. Tooth's partner, the late Robert Cran, to whose energy, perseverance, and indomitable courage the sugar industry both here and at Bundaberg owes all its success.

Formerly large sawmills were in existence at Mungarr, having been erected by the late Mr. Percy Ramsay, and were worked in conjunction with his Maryborough mill. The machinery has since been purchased by Messrs. Hyne and Son, and removed to extend the Maryborough works.

Several mills existed in this portion of the district in the sugar days—Alford, belonging to Mr. Peter Richardson, the Central to Mr. G. W. Gibson, Loudon, to Mr. James Cran, and Antigua to Messrs. H. and A. Brown. All these mills, with the exception of Loudon, are now silent. Antigua, which is attached to a large plantation, will doubtless be at work again shortly. Mr. Jas. Cran, of Loudon, is chairman of the divisional board, which meets at Yengarie at the divisional hall, a substantial brick edifice, Mr. A. Hall, acting as clerk and valuer. There are two large State schools in the division, one at Yengarie and one at Mungarr.

Continuing southward along both banks of the Mary River, a thickly and long settled district is passed through, chiefly devoted to farming and grazing. About 16 miles from Maryborough by road, and 22 miles by railway, lies

the village of Tiaro, on the east bank of the river. Started into existence as a camping place and change for the coaches in the early days of Gympie, it soon became the nucleus of a small business site, and being at the same time at the head of tidal waters it was also a centre for the lumberers of the district, who rafted timber from here to Maryborough. The Gympie Railway, having crossed the river at Antigua, continues up the east bank right through the division. Sawmills existed at Tiaro and Gundiah, but are both now idle. Large quantities of maize, hay, and potatoes, are raised in the district, and find a market at Maryborough and Gympie. Steps have been already taken under the Sugar Works Guarantee Act to bring the rich scrub lands of Mount Bauple under cane cultivation. This movement, which promises to be highly successful, owes everything to the energy and foresight of Captain M'Kellar, who shows his confidence in the undertaking by sinking a large amount of capital in the preparations he is now making to put his estate under cane. Tiaro has long been famous for the excellence of its cheese, several private makers having for many years a name for their several brands, foremost amongst whom are Messrs. Cornwall, Wade, Dowzer, long residents in the district. A large cheese factory has been for some time in full work at Tiaro, and the district has certainly benefited considerably through the teaching inculcated by the travelling dairy, in the improvement made in both the cheese and butter of the district, and the colony should always gratefully remember the late Minister for Lands, the Hon. Hume Black, at whose instigation this travelling and much-needed instruction was first started.

Tiaro has been very fortunate in having the late Mr. Bailey, the Whip of the Liberal party, their member for so long a period, for, through his exertions, the village possesses a most substantial court-house, post and telegraph offices, where Petty Sessions are held frequently, having an acting C.P.S. Mr. Cadell has long held sway over the Post and Telegraph Department. It has also a large public school, with an efficient staff; but what the Tiaroites are most proud of are the number of religious establishments which grace the various knolls in the township. There is scarcely a sect that has not a place of

worship, which, with the exception of the Presbyterians, are nearly always closed through the want of clergymen, as the residents are not over liberal in contributing to the stipends required before a clergyman can live. There are three good hotels and several excellent stores, those of Messrs. J. Job and M'Kewan being the most extensive. The pastoral properties in the district largely supply the Maryborough market with beef. Gigoomgan has long been famous for its herd of well-bred Shorthorns, and is owned and managed by George Mant, one of the oldest settlers in the district. Glenbar belongs to R. W. Scougall, and Niva to John Atherton.

The Burrum Division, which adjoins and partly surronnds Maryborough, has an area of 1,500 square miles, a population of about 2,600, 780 dwellings, and 1,006 ratepayers. The total capital value of the division is set down at £184,528, of which freeholds are placed at £143,094; selections and homesteads, £12,826; lands leased for pastoral purposes, £13,924; land held under mining tenure, £14,684. The annual revenue is as follows:— General rates, £1,153 6s.; special, £77 18s. 5d.; total, £1,231 4s. 5d., to which must be added the Government endowment of £381 9s. 5d. The Government endowment has decreased from £2,098 on the rates of 1889 to £1,027 on the rates of 1891; to £708 on the rates of 1892, to £381 on rates in 1893, having been reduced from £2 endowment on every £1 of rates raised; then £1 endowment reduced again to 13s. 4d. in the £, and now it has reached down to 7s. This is a strong contrast to the liberality of the Victorian endowment, which still amounts to nearly a quarter of a million, and to the very liberal votes for roads and bridges in New South Wales. The board consists of six members, and meets once a month in Maryborough, as being central. The board has been in existence since the beginning of 1880; chairman, 1880, Henry Palmer; 1881, William Menzies; 1882, William Sly; 1883, Harry E. Aldridge; 1884, D. P. White and J. Cunningham; 1885, Joseph Cleary; 1886, Harry E. Aldridge and N. E. N. Tooth; 1887, 1888, 1889, N. E. N. Tooth; 1890, 1891, 1892, 1893, 1894, E. B. C. Corser. The division includes the agricultural district of Urangan and the marine resort of Pialba, the agricultural district of Degilbo, and the

mining hamlets of Mount Shamrock, Biggenden, and Paradise.

Pialba and Urangan are situated on the south-east portion of the division, about 20 miles from Maryborough. The farming portion has been settled over 17 years, the scrub having been previously held by timber-getters, and was the chief supply of timber for the Maryborough sawmills in the early days. The farmers chiefly consist of sturdy Danes, who, with great perseverance, have turned the thick scrub into cultivated farms, but are still heavily handicapped by having 20 miles of land carriage to get to a market. Large quantities of bananas, oranges, and other tropical fruits are now produced. Maryborough is also largely supplied with butter from this district, and now that the Central sugar mill is established in Maryborough it only requires the extension of the railway from Colton Junction to Pialba, a distance of 16 miles, for the cultivation of sugar to be a success. The marine summer resort of Pialba is much frequented by Maryborough inhabitants, and those of the surrounding districts ; it is also a favourable resort of Gympie inhabitants. The beach, which extends from the town of Polson to Dayman's Point, Urangan, a distance of 7 miles, is unsurpassed in Australia. There are abont 80 marine residences, which are fully occupied during the summer season ; also three large and well-appointed hotels, telegraph station, and post offices at Polson and Torquay, several comfortable boarding-houses ; and the necessaries of life are plentiful and cheap, several stores catering to the wants of visitors, whilst the farmers find from them a ready market for their produce, fruit, and vegetables. The parishes of Dunmora and Gungaloon, west of Maryborough, are under grass, the owners being employed in supplying the sawmills in town with hardwood timber, some of them coming a distance of over 25 miles with their bullock teams, and successfully competing with the railway line.

To to west of Yengarie are the large sugar plantations of Illawarra and Yerra-Yerra, the properties of Messrs. R. Cran and Co., for very many years under the able management of their old and trusty employee, Mr. M. L. Lewis. These plantations supply the Yengarie Refinery with juice. There is still a large quantity of undeveloped scrub lands

lying to the south of these plantations on to the banks of Myrtle Creek. These are in the hands of the Queensland Mortgage Company and South Australian Land Mortgage Company, and, being intersected by the branch railway line to Gayndah, ought to be shortly brought under cultivation, as communication with the Maryborough Central Sugar Mill is now available by railway.

We now come to the lately and much-talked of settlements on Degilbo, Mungarr, and Woowoonga creeks, being on the resumed half of the once-famous Degilbo run, so long originally held by the late Hon. William Henry Walsh, M.L.C. The run is at present held by Messrs. Kent and Wienholt, and is used as a breeding station to raise stores, to be fattened eventually on the famous pastures of Jondaryan and Tarampa. The station is under the management of Mr. Fassifern Kent. To show the liberal spirit in which these lessees are prepared to meet the advancing demand for agricultural settlement they have consented that a portion of their leased half of the run may be resumed in return for some ridgy and stony country in the resumed half. There are now over 22,000 acres selected on this run, the selectors numbering fully 140, and the holdings average about 160 acres each. Three Provisional schools have already been established; and a good deal of energy has been shown in a very short time, more particularly by Messrs. Baxter, Rollinson, Cleary, Reilly, and O'Doherty, who have demonstrated that the district is fully capable of growing anything, provided the seasons are favourable. Certainly the last four seasons have been more than unusually favourable for rainfall. The lessees of the run on the leased half have much improved their holding by fencing and ring-barking, and from the improvement already resulting in the pastures there is little doubt that the day is not far distant when sheep will again replace cattle in the Burnett district. The old coarse seedy grass is fast disappearing and giving place to the old herbs and grasses. The district is accommodated with two railway stations, viz., Biggenden, 54 miles from Maryborough, and Woowoonga, the present terminus of the line, 59½ miles from town, also a stopping place at the Lakes, about 47 miles from Maryborough; post offices at Biggenden and Woowoonga; telegraph station at Woowoonga; police station and Court of Petty Sesssons monthly at Biggenden.

About 4½ miles from Biggenden Railway Station is situated the famous bismuth mine, which possesses one of the completest mining plants in the colony. It was for a long time under the able management of Mr. B. Roberts, who resigned to take a lucrative mining appointment in the Malay Peninsula. When in full work fully thirty hands or more are employed, and there is the nucleus of a small mining hamlet round the mine. The educational requirements of the rising generation are supplied with another Provisional school. From the present terminus of the line at Woowoonga a coach three times a week takes mails and passengers to the very old and once famous township of Gayndah, returning on the alternate days, the journey from Maryborough to Gayndah being accomplished in one day. About six miles beyond Woowoonga and four miles beyond Degilbo head station, after passing through a belt of basaltic country, the traveller turns off towards the north, and within a mile comes to the famous Mount Shamrock mine, discovered by Messrs. Woodyatt, Simpson, and J. Roberts. This mine has for some months been unremunerative, only dead work going on at present. It possesses a good crushing plant and a complete chlorination works. About eight miles in a north-westerly direction is the mining goldfield of Paradise, now opened about five years. The population numbers 700, of which nearly 400 are settled in the township on the banks of the Burnett. There are four hotels, a large assembly hall, good courthouse, and Gold Warden's office, where Mr. J. Linedale, J.P., C.P.S., Acting Warden and Mining Registrar, reigns supreme. Petty Sessions are held weekly. There is also a large Provisional school with an average attendance of over 140. The main lines of reef are the St. Mungo, Berrie Paterson, the Nil Desperandum, and Lady Margaret. Several of these have given good returns on the surface, more particularly the Lady Margaret, Berrie Paterson, and the St. Mungo. There are three crushing plants on the field. The largest and most complete being supplied with Frue Vanner tables, belongs to a Maryborough company, who also possess leases on the St. Mungo and Lady Margaret lines of reef. The second battery originally belonged to a Melbourne company, who were always, unfortunately, under a cloud financially, being continually unable to pay

their workmen. It is now leased by the present owners to Mr. Basset, late of Eidsvold, who is now crushing for the public at a reduced rate. The other is a small Chilian mill plant, now owned by Mr. Berrie, but it requires extensive repairs. A good deal of work has been done on this field during the last five years, but much of it to no purpose. The reefs have been as yet tried to no great depth; indeed, neither the water-line nor the black slate has been touched, and, though the outside public have not been at all chary in investing on the field, they have not in many instances received fair treatment, nor have their investments gone as far as they should have done in the opening up the field. The yield of gold has been steadily increasing for the last three quarters, and the field, if proved to a depth, will doubtless turn out better than heretofore. Further up the river is another slate formation, the now deserted goldfield of Gebangle, where gold seems to be distributed everywhere. This field is just within the Rawbelle division.

About half way between Mount Shamrock and Mount Gebangle is the once famous Lady Florence Reef, near the banks of Chowey Creek, on which several thousands of pounds have been squandered through gross mismanagement. A good plant was erected, but the whole affair was burst up before any crushing could be obtained to show if the mine was payable.

Three miles beyond the western boundary of the Burrum division lies the Venus and Mount Steadman line of reef. Several rich patches were crushed in Gympie from the Venus, which resulted in the mine being purchased by some Gympie capitalists, who have erected a good battery. There is also a small battery of four-head attached to the Mount Steadman Claim. There is a good hotel, post office, and Provisional school on the field, the population of which may be put down at from 150 to 200.

THE BURNETT PASTORAL DISTRICT.

GAYNDAH.

On entering Wetheron Run, the traveller is well in the Burnett pastoral district, with the exception of several small agricultural settlements around the small towns of Gayndah, Nanango, and the mining town of Eidsvold, entirely devoted to cattle-raising. The district is one of the oldest settled in the colony, being at the time of separation the centre of a large and thriving population, and at that time entirely given over to sheep farming. Since then the district, as a pastoral one, has gone backwards. Gayndah, the capital of the district, was 35 years ago a very prosperous and thriving town, for in those days breeding ewes were selling freely at over a guinea a head, to stock northern country; but no attention was paid towards infusing fresh blood into their flocks, and what with in-breeding and overstocking sheep fast deteriorated and have now vanished from the district. In those prosperous days Gayndah was considered by Burnett men, at least, as the Hub of Queensland. The Powers and Conollys were the autocrats of Gayndah; their will was law. Horse-racing was carried on on lines little inferior to Randwick or Flemington, and life ran pretty high when squatters visited the local capital. But, alas! those days have vanished, and Gayndah is now a veritable sleepy hollow, nestling on the banks of the Burnett. A prettier site for a town does not exist in Australia. It possesses a municipality large in size, but very small in revenue; indeed, it may be designated a free grazing run for its 200 inhabitants. It still rejoices in a turf club, a district hospital, school of arts, post and telegraph offices. It is surrounded with good agricultural land, and if the inhabitants would throw off some of the lethargy that for a long time has seemed inherent in them, and bring the capabilities of their district prominently under the notice of the outside public, both population and capital would soon appear amongst them. The resumed halves of the runs are all open for selection as grazing farms, but do not seem to have been taken up to any large extent. If these areas were ringbarked and water conserved, the carrying capabilities of the country would be greatly increased, and

the day would not be far distant when wool would be again in the ascendant and prosperity brought back to the district.

In the north-east of the district is situated the once celebrated Mount Perry Copper Mine, now lying dormant through the low price of copper, the town being the terminus of the railway from Bundaberg.

In the north-west are scattered several small mining communities getting more or less gold, but heavily handicapped for the want of machinery and capital; in fact, this portion of the district is a perfect net-work of minerals which only requires developing.

Eidsvold.

About half way between Mount Perry and the portion of the district just spoken of lies the mining town of Eidsvold, about 53 miles north-west of Gayndah. The field is entirely a reefing one, and possesses several mining plants, is the centre of a divisional board district, has gold warden and police magistrate, mining registrar, hospital, State school, post and telegraph offices. The town has a population of about 800, the district about 4000. A small agricultural population is gradually getting settled in the neighbourhood, and finds no difficulty in supplying the wants of the town with farm produce, and adding another instance of the capabilities of the soil to successfully produce something more than cattle, and refuting the oftentimes reiterated pronouncements of the pastoral tenants that the district will never be anything else than a pastoral one.

At the extreme southern edge of the district lies the small hamlet of Nanango, known in prehistoric times as the "Burnett Inn," where Host Bright presided. It is now surrounded by a farming population, the German element preponderating, and it is also the centre of a large grazing district, and, being on the high road to the now famous cattle saleyards at Esk, is a far more lively place than the appearance of the village would otherwise warrant. The roads here diverge to Toowoomba, Dalby, Gayndah, Kilkivan, and also down the valley of the Stanley to Brisbane and Ipswich, *via* Esk. It possesses a land office, court of petty sessions, divisional board's district, Mr. A. Lee acting as P.M., Land Officer, and C.P.S.

This closes a fair but by no means exhaustive description of one of the most important districts in Queensland, rich in many capabilities, many of which are at present dormant for want of enterprise and capital. Perhaps there is no district for its size so rich in the number of its minerals, gold, silver, coal, lead, copper, bismuth, antimony, quicksilver, and several others. It has a climate bracing and genial, and possesses on the coast a tropical luxuriance able to grow sugar, coffee, and other like productions, whilst inland all descriptions of farm produce can be successfully raised if proper attention and care are given to their production. The higher portions of the district are admirably adapted for the vine and olive, and its pastoral capabilities have been so long and favourably known that it is needless to dwell upon them further than to say that with the expenditure of energy and capital the number of stock could be easily trebled, and both Gladstone and Maryborough would soon become the sites of large freezing and preserving works.

The climate is healthy, and Maryborough is perhaps as favourable to invalids as any part of Queensland. Occasionally during the summer months the thermometer rises to 95deg. but seldom exceeds 100deg. During the terrible weather "down south" in January, 1896, when a most disastrous "heat wave" swept over the adjacent colonies, Maryborough was singularly free from the terrible scourge, and sunstrokes were few, whilst elsewhere the mortality reached from 30 to 50 per day. Even when 120deg. in the shade was recorded in Sydney, our record was from 85deg. to 90deg., and at Pialba about 6deg. lower.

MARYBOROUGH RAILWAY STATION is a fine open structure of considerable extent. Opened August, 1881, by Messrs. E. Daly, then station master, Mr. Geo. Ross, present station master, and another who came from Brisbane for the purpose. The traffic then comprised but one train per day from Maryborough to Gympie, and there were but 61 miles of railway, two engines and four carriages; now there are 300 vehicles, and all the rolling stock, excepting engines, has been locally manufactured. It is a common sight to see the whole station full of moving traffic, and presenting

quite as bustling appearance as that of Brisbane, and often 300 vehicles loaded with coal and provisions leave for distant parts. Owing to the heavy traffic the line from Maryborough to Croydon Junction is to be duplicated. The passenger traffic is reported equal to any line in the colonies, and excursion fares a boon to the public. The hands employed on the railway are over 100, and it is proposed to increase the rolling stock to meet the demand. About 50 trains arrive and leave daily. Employees at workshops 120, and there is a Railway Servants' Benefit Society of which Mr. Woolcott is secretary, and of which he reports large membership.

H. M. CUSTOMS.

The trade and commerce of Maryborough and the surrounding districts for many years was confined to Sydney, but with the separation of the colony in 1859, Maryborough was declared a port of entry, and a sub-collector (Mr. R. B. Sheridan) appointed. The trade, however, was at first but small, and the whole business then was done single-handed by Mr. Sheridan, in the "Custom House," as it was termed, but which is now the kitchen of the Melbourne Hotel. In 1861, the present Custom House, a fine roomy building, was erected, and afforded ample space for bonding of dutiable goods and for the transaction of other business. The introduction of *ad valorem* duties soon compelled the Government to provide increased accommodation, and the Immigration Barracks were at first used, and later on a bonded store near the wharf.

Ships trading to Brisbane have inferior facilities for getting to their wharves; they pay nine times more by way of port dues than prevail in Sydney; in the matter of Customs overtime, often necessitated by the shortcomings of the river, they are heavily mulcted in performing work which ought clearly to be undertaken by the State; and when the goods are placed on the wharf, the consignee is called upon to dole out 2s., and under certain conditions 3s. per ton, which the shipowner has also to collect for the Customs without fee or reward, and which is a charge over and above what is levied in any of the Australian colonies. A ship of 1000 tons, with £730 freight, has to pay in Brisbane £191, and the same ship in Sydney only £75.

Towage is charged from Cape Moreton to Brisbane 1s. 6d. per ton, while from Sydney to Newcastle it is only 4d.

It is fitting in this that mention should be made of the numerous works which have been undertaken in bridge building, and punt traffic over the Mary River.

Punts ply daily on the river at Granville Ferry, T. Madsen, lessee. The Primus Ferry which Mr. T. Christmas so ably managed is now relegated to the past.

The following is a letter dealing with the important question of flood protection in the Mary River, which the Maryborough Bridge Board addressed to the various local authorities and other bodies interested in the matter :—

"Maryborough Bridge Board,

"July 15th, 1896.

"His Worship the Mayor, Municipality of Gympie.

"Sir,—With a view if possible of minimising the risk of future destruction to bridges generally throughout our district, through flood, etc., I have been directed to suggest for the consideration of your Council (having authority over bridges at Gympie), that some joint action be taken by the various bodies between Maryborough and Gympie, inclusive, for the periodical clearing away of all accumulation of debris along the Mary River. Past experiences have proved sufficiently that the great quantities of debris which are now allowed from time to time to accumulate along our banks, only remain to eventually be gathered in higher masses against the bridges, thereby blocking the flow of water, and causing the greatest strain to our structures, which would be considerably lessened if precautions were taken in the manner suggested; namely, by the periodical clearing away from the banks and low-lying portions of our river of all large accumulations of debris previous to the wet season setting in. The cost involved in this undertaking might be satisfactorily apportioned between the different bodies, and it is not anticipated that this would be an expensive item. A similar letter to this has been addressed to the Tiaro Divisional Board, Railway Commissioners, and the Maryborough Harbour Board. My Board respectfully submit that the question is worthy of some consideration, and would be glad to have your Council's views on the matter at your earliest convenience.—Yours, etc.,

"Alf. Hall, Clerk to the Board."

CUSTOMS STATISTICS FOR 1895.

IMPORTS.

The following is the value of the imports at the port of Maryborough from beyond the colony for the year ending December 31st, 1895 :—

Year 1895	£233,185	6	0
Year 1894	160,133	2	0
Increase for 1895 ..	£73,052	4	0

REVENUE.

The following are the Customs collections received at the port for the year 1895, as compared with the collections of the previous year :—

Year 1895	£59,920	5	0
Year 1894	48,580	6	9
Increase for 1895 ..	£11,339	18	3

HARBOUR DUES.

The harbour dues collected for the year amounted to	£2,822	8	4

OUR PRINCIPAL EXPORTS.

The following are the principal Exports from the port for the year 1895 :—

Copper ore	61t. 3c. 0q. 0lb.	£1,283
Copper, smelted ..	28t. 11c. 0q. 0lb.	999
Fish (shell) oysters ..	445 pkg.	438
Fruit, green	8617 pkg.	2,884
Gold, bar	1144oz. 1d. 0g.	4,018
Gold and Silver Bullion Doré	15,713oz.	5,268
Hides	11,308 No.	6,357
Ore, bismuth	43t. 5c. 0q. 0lb.	4,920
Ore, gold	3t. 4c. 0q. 0lb.	15
Silver lead bullion ..	324t. 14c. 1q. 14lb.	32,761
Skins	453 pkg.	1,597
Sugar, raw	1097t. 7c. 1q. 14lb.	15,349
Sugar, refined ..	1707t. 9c. 2q. 0lb.	35,736
Tallow	330t. 3c. 0q. 0lb.	6,620
Wool	88,293lb.	3,016
All other exports ..		2,444
Total, 1895		£123,705
Total, 1894		£157,042
Decrease for 1895		£33,337

Produce Removed Coastwise.

The following produce of the Wide Bay district was removed coastwise from the port of Maryborough for the year ended 31st December, 1895 :—

Articles.	Quantity.	Value.
Bones	1 ton	£5
Bran and pollard ..	20,944 bus.	939
Cheese	7,504 lbs.	188
Coal	41,367 tons	25,852
Coke	117 tons	175
Flour	149 tons	1,068
Fruit, green	1,024 pkgs.	283
Hardware	659 pkgs.	2,851
Hides	1,029 No.	579
Machinery		24,064
Oatmeal	4 cwt.	3
Oysters	852 pkgs.	852
Sheepskins	22 pkgs.	110
Sugar, raw	948 tons	14,220
Sugar, refined	157 tons	3,140
Tallow	400 cwt.	400
Timber, cedar sawn ..	13,187 feet	196
Timber, miscellaneous ..	2,411 pieces	332
Timber manufactured ..	829 pkgs.	3,120
Timber, hardwood sawn ..	2,375,952 feet	17,820
Timber, pine sawn ...	5,412,110 feet	33,823
Vinegar	58 gals.	3

A meeting of the Maryborough Harbour Board of Assistance and Advice was held in January, 1896. Present—Messrs. R. Hart (Chairman), H. M. Ramsay, J. Bartholomew, and J. F. Ward. Correspondence—From the Harbour Department, forwarding plans for the conversion of a 200 hopper barge into a suction dredge at a cost of £1080, and stating that the Portmaster had had no experience as regards the removal of gravel by suction dredges, but judging by the work performed by the 8-inch suction dredge recently manufactured, he was of opinion that a 12-inch dredge would remove any gravel met with in the channels of the Mary River.—The secretary was instructed to ascertain from the Portmaster when the dredge Maryborough was likely to complete her work at Bundaberg, and whether it was his intention to carry out his promise to put the Maryborough on the slip in Brisbane for an overhaul before her commencement of work in the Mary River. It is the intention of the Board to start

dredging No. 3 and 6 cuttings in the river early in April, or immediately after the wet season. These two cuttings are the only obstacles to navigation in the Mary at present, and it is presumed that Sandy Flats, being a national highway, will be attended to by the Government.

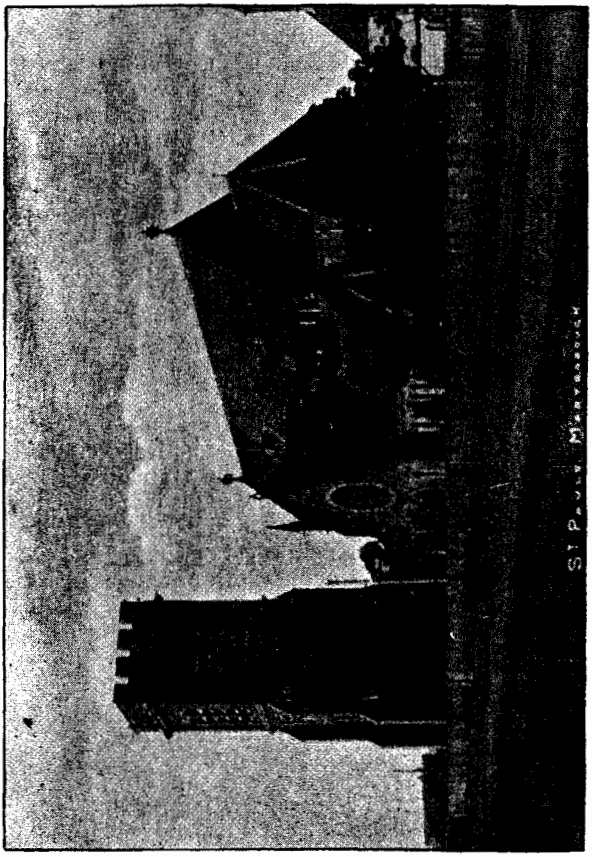
THE HOSPITAL.

Prior to 1854 there was no hospital in Maryborough and the sick were treated as best they could be by the few medical practitioners located here, or with "household remedies" which were at that rough period often injudiciously administered. Fever and ague prevailed in the Burnett and Wide Bay districts, for which quinine was the recognised specific; occasionally Holloway's pills, castor oil, and patent nostrums were recommended and obtained at station stores, or at Melville and Travis's establishment. In 1856 a slab hut was rented from Mr. Doran for hospital purposes. Though historic records respecting this subject are somewhat obscure, yet it is asserted that Mr. Arthur Halloran was the first president, with Mr. Geo. Howard as vice-president; the latter held office till 1861, when he was succeeded by Mr. R. B. Sheridan. Shortly after this the hospital was removed to a house of Mrs. M'Adams' in Ferry street, where it remained until the erection of the present building, of which the late Mr. W. H. Walsh was president. He continued to hold that office till 1872, when the Hon. A. H. Palmer took his place. He was succeeded by the late Mr. Sim in 1873, and by Mr. Henry Palmer in 1874 and 1875.

The Hospital is a large and commodious structure, more noted for its excellent accommodation and management than architectural beauty. It stands in its own grounds, on the west side of Lennox street, with well laid-out gardens kept with taste and care. On the north side is the house of the resident surgeon, and at the rear of the main building a Polynesian ward was built in 1870. The number of beds is about 70, and the staff, both medical and nursing, is very efficient. Dr. Palmer, who was the first surgeon, was duly succeeded by Drs. Ward, Brown, Power, Lane, and

Little, the last from Melbourne in 1874 as resident surgeon. Dr. H. C. Garde is the present resident surgeon, and he also commands a large private practice. The president is Mr. W. J. M'Grath; vice-president, Mr. Jno. Graham. During 1896 the community sustained a serious loss in the sudden death of Dr. Harricks, who has been so many years connected with medical practice here. In 1874 the original design of the architect of the building was completed by the erection of the southern wing, which gives an increased accommodation on the ground and upper floor to 29 feet by 16 feet. The foundation stone of the present Hospital was laid in 1864. As may be expected, in the early days there were many very bad and complicated cases of disease and suffering in the Wide Bay Hospital, and among them those of victims stricken down by aboriginals, who succumbed to untimely fate.

From the time the New Township was proclaimed in 1851 and allotments of land sold, Maryborough began to advance, and, aided by immigration and influx of pioneers from the "Old Township," population grew and streets, so-called, were named by the surveyors or owners of the allotments. Nor was it an impossible thing for the venturesome "new chum" into the bush to get astray in the jungle on the banks of the Mary, and to escape with perhaps no worse mishap than camping out all night minus tea and damper, reaching the township footsore and weary, piloted perhaps by some good-natured aboriginal, whose reward would invariably be tobacco, or "whi' feller tixpence." In its first stages Maryborough trade depended greatly on the money put in circulation by careless bushmen, teamsters, timbergetters, shearers and shepherds with "big cheques" who come to town to spend their hard earnings with a prodigality never since equalled. These, and the purchase of station stores by the squatters, the maritime trade between Sydney and our port, were the first foundation of business, which was generally conducted on the haphazard principle of payment, with long credit, whilst at Gayndah from 1855 and for ten years after I.O.U.'s were the common currency. The way was thus opened for great losses and insolvencies. It took several years of prosperity, and the golden era inaugurated by



ST. PAUL'S CHURCH, MARYBOROUGH.

Gympie to restore confidence and bring things to a more satisfactory level and status of progressiveness. Of all the residents in the "Old Township" in 1850 few remain, but I learn that the following still reside in Maryborough: Messrs. John Harwood, Henry Palmer, Mrs. Blue (last of the Gregory family), Elizabeth Smith, J. Cleary, J. Purser and Jas. Dowzer, remain to tell the tale of pioneer hardships and adventures. Mr. McAdams, one of the most energetic and zealous of police officers, is calmly sleeping in the cemetery. Mr. G. J. Watson, who took charge of the first sheep for Mr. R. Jones, of Baramba; Uhr, of boiling-down fame; Rev. E. Tanner, the first Church of England minister, are all gone, whilst Mr. E. T. Aldridge has gone to join the wife he loved so well, and whose memory he so long lamented, and synonymous with his, the name of John Eales is re-called, whilst his persistent action in holding on to country he had faith in, despite the outrages, pillage, and massacres by the natives on his stations, are themes for commendation. Many a time have I listened at the camp fires of bullock-drivers to these wild tales of bloodshed and escapes from slaughter, till I felt horror-struck and instinctively clutched my firearms fearing a foe in every bush and danger lurking 'neath the shade. Ah me! how sad it is to remember the unnumbered dead who fell before aboriginal spears and tomakawks, for whom neither prayer was said nor tear shed, and who yet lie in uncoffined, unknown graves! If we add to these, that great army of mortals, who fell and died of *delirium tremens*, "horrors," and the evils of liquor poisoning, what a fearful array of mortality is here displayed. Rum was the popular liquor, and the fiercer its strength the better it was liked; O.P. drink well adulterated was in request, and vile compounds retailed at all hotels. During the early sixties there were few, if any, teetotalers in the town or district, and it was not till 1869 that any attempt was made to check the tide of intemperance or form societies, whose moral influence might act as a judicious counterblast to so much evil. On the 18th May, 1870, a public meeting was held at the Oddfellows' Hall to inaugurate a total abstinence society, and though only thirteen members were enrolled, it has still kept on increasing, and in less than a year after, it had 126 members on the

roll, and £118 to its credit in the bank. This was intended as the nucleus of a fund to build a temperance hall, which was erected in the second year, and held about 600 persons. It is the good fortune of the author to rescue from oblivion the memory of Mr. T. G. Watson, of Pialba, who with commendable zeal in a good cause, donated £150 towards defraying expenses of the temperance hall, an example soon followed by other citizens, who gave liberally in cash and goods for the same object. The building, which cost about £600, was opened January 26th, 1872, with space left in front for erection of a library and reading-room, both to be free. The total abstinence society originators were :—President, Mr. J. Pyne; vice-presidents, Messrs. T. P. Peat and D. M. Crowley ; secretary and hallkeeper, Mr. E. Whitehead; treasurer, Mr. W. Foster; committee, Messrs. J. C. Halliday, G. Jones, U. Dudley, and H. Smith; trustees, Messrs. T. T. Woodrow, W. A. Holme, J. Wearin.

NEWSPAPER ENTERPRISE.

I am indebted to the late Mr. W. S. Lambert, of Maryborough, printer, for the following particulars of the Fourth Estate.

PRESS.—*Maryborough Chronicle*, C. H. Buzacott, tri-weekly, established Nov. 21, 1860. *Wide Bay and Burnett Times*, tri-weekly, W. Keith, established July 2, 1870. *Wide Bay Times*, T. White, established March 6, 1860, closed in 1861. *Tribune*, Lambert, established 1865. *Burnett Argus*, T. White. *Mount Perry Mail*, T. White.

The Newspaper Press of Maryborough takes an exalted stand in the walks of journalism, and from its outspokenness and ability, is regarded as an authority on local events, political matters, and questions affecting the well-being of the city and district. It is undoubtedly due to the persistent advocacy of the *Wide Bay News*, backed by the energies and perseverance of Mr. Corser, Mr. Chas. Power, and Mr. John Bartholomew, M.L.A., that the Pialba Railway line was established, and the Gayndah extension, now an oft treated subject, must ere long become a positive fact.

The Wide Bay District has long been the most energetic journalistic sphere in Queensland and its papers, started at various times, conducted by men of undoubted ability, fearless and honest opinions, are well worthy a lasting record in this volume.

The following remarks from the pen of the late Mr. W. S. Lambert, a well-known practical printer, are appropriate. Mr. Lambert, who was a native of England, arrived in Maryborough in the early sixties, and as showing what energy and perseverence combined were capable of, hear this:—



WIDE BAY NEWS OFFICE.

The Wide Bay and Burnett News

was established by Ebenezer Thorne, who purchased the plant of the *Maryborough Mail* from White and changed its name and status to one of a higher grade than it had previously occupied. The *News* has for many years been a popular paper and full of original and interesting matter, largely contributed, both locally and from a distance. Carl Feilberg, a writer of some note, was its first editor and afterwards proprietor by purchase from Thorne. Mr. Wm.

Keith next joined Feilberg as partner, and ultimately Mr. Keith became sole proprietor of the *News* and holds that position at present. He is ably assisted by his brother, Mr. D. J. Keith and Mr. A. Blue, and the office is favourably known for the first-class work executed, as well as the enterprise and ability displayed in its management, and the excellence of the literary matter. Supplements containing tales, poetry, fiction, &c., usually form an attraction for the public, and as these are issued on Saturdays many a leisure hour in the bush is beguiled of weariness on the Sunday, and many a farmer's home is made happy by light reading. As in most country newspapers of the present day there is a very liberal and cheap scale for advertisements.

Maryborough Chronicle,

Established by Charles Hardie Buzacott in 1858. It may thus be regarded as the pioneer of journalism of Wide Bay. Under Mr. Buzacott's management, the paper, from its liberal views and excellent character, enjoyed great popularity, and was well supported by all classes. Among the early compositors on this paper were Wm. Keith, present proprietor *Wide Bay News*; Jno. Keith Macintyre, now of *Daily Telegraph,* Melborne; Charles Hobbs, now at Government Printing Office, Adelaide, S.A.; David Gardner, now secretary School of Arts, Maryborough; Roberts, and many others who have joined the "great majority," or are fixing type in other lands. Some of the early "grass hands" are now full blown newspaper men with a large staff of gentlemen "comps." to work the new fangled type-setting machines. G. E. Loyau, author of this work, was a contributor to the *Chronicle* in 1860-61, his writings being appreciated by Mr. Buzacott, the composing staff, and general readers. Mr. Buzacott resigned proprietorship of the *Chronicle* to Mr. W. S. Roberts, and left Maryborough for Brisbane, where he is well known and eminently respected as a leading member of the Queensland Legislature and other institutions.

The Colonist,

A weekly summary of events, enjoys a leading position, and is greatly appreciated by readers in the bush for its tales, sketches, and entertaining literature.

Burnett Argus.

Established at Gayndah, Burnett District, about 1857 by Mr. Thomas White, an energetic but somewhat vacillating individual, hailing from Sydney, where he was associated in early life with several theatrical troupes. Though possessed of but small literary ability he had great tact, energy, and smartness which served him in good stead. The *Argus* was edited by fully a score of versatile journalists and novices in literature. Dr. Thomas, Dr. Stevenson, Duncan McNee, a local teacher, and George E. Loyau were its editors, and supplied a variety hash of passing events and comicalities to suit the times and tastes of the community. Ghostly paragraphs kept things likely, and the "Ghost of Ban Ban" (W. H. Walsh) and "Ghost of Gayndah" (G.E.L.) rung the changes week by week. In 1861 when drays failed to arrive with the necessary supplies of paper, Connolly's store was the store-house whence brown paper, tissue and tea paper was purchased to print the paper on and keep faith with the public. This incident is sufficient to show the difficulties and disadvantages which beset the early printers. "Tom" White (as he was familiarly called) led a very precarious existence in Gayndah. A too overweening love for the "social glass" and good fellowship brought him to grief, whilst many to whom he had lent hard cash oft ignored their indebtedness. I.O.U.'s were the "current coin" all over the Burnett and even Wide Bay districts, and as in some instances these were forged, serious losses occurred to those accepting them as genuine. Tom was often paid a year's subscription or quarter's advertising in worthless I.O.U.'s, so that in May, 1870, actuated with a desire for change, and encouraged by well-meaning friends, he shifted quarters to Maryborough where, as before stated, he brought his plant from Gayndah and brought out a 4-page demy broadsheet entitled the *Maryborough Mail*. The erratic ways of Tom White did not increase his popularity in Maryborough, and after a brief and somewhat inglorious career he left for Mount Perry and started the *Mail* there in the copper interests. At first prosperity seemed imminent and Fortune favoured the struggling journalist who, warned by previous losses elsewhere, did not wait till bad times came but "cleared" for Bundaberg, where he established the *Mail*, which is still

in good repute and enjoys large local and district patronage under the present proprietorship—Messrs. Barriskill and Eadie. Compositors and staff of *Burnett Argus*, Gayndah, in 1869:—Thos. White, proprietor; Geo. E. Loyau, editor and reporter; compositors: Chas. S. Hobbs, D. Gardner, Kramer, J. K. Macintyre.

The Tribune.

Up to May, 1870, the *Maryborough Chronicle* was the only paper published here. Mr. W. S. Lambert was induced, from promised support, to attempt a second paper, and with a new plant from Sydney, brought out a small sheet of four pages demy folio, entitled *The Tribune*. He was not long, however, allowed to enjoy his position, for Mr. Tom White, proprietor of the *Burnett Argus*, Gayndah, shifted his plant to Maryborough. Mr. Lambert had his plant on the wharf (it being important to bring his paper out before White) put on "steam," and though the plant only arrived on the Thursday, brought out his first number on the Saturday, an effort which, perhaps, only printers can truly appreciate the speed required in the execution. White's paper, a four-page demy, came out soon after as the *Maryborough Mail*. From various reasons, the paper soon stopped. *The Tribune* was then immediately increased to six pages, and did fairly well. It had some good contributors, M. Hill and O'Kelly, of Tiaro, Pountney (now secretary of the Brisbane Turf Club), Ebenezer Thorne, and many others. Unfortunately, however, through lack of support, it also fell through. Tom White afterwards started in Mount Perry (the copper mines were then in full swing), and the *Mount Perry Mail* came into existence, and while the copper boom was on, he and others did well. When that metal waned he did not wait for another collapse, but shifted his small plant to Bundaberg, and brought out the *Bundaberg Mail*, which paper is still to the fore, and enjoys a good circulation. The plant of the *Maryborough Mail* was bought by Ebenezer Thorne, who started the *Wide Bay and Burnett News*, which still enjoys popularity in Maryborough. Thorne's interest was afterwards secured by Mr. Carl Feilberg, a writer of some repute, who took Mr. W. Keith into partnership. Feilberg afterwards disposed of his share to Mr. Keith, who now

carries on that journal, now a tri-weekly, with success. The *Chronicle*, too, from being a weekly at the time of the discovery of Gympie, became a bi-weekly, then tri-weekly, and now is an important daily.

Tom White died at Bundaberg in 1890, leaving a wife and child.

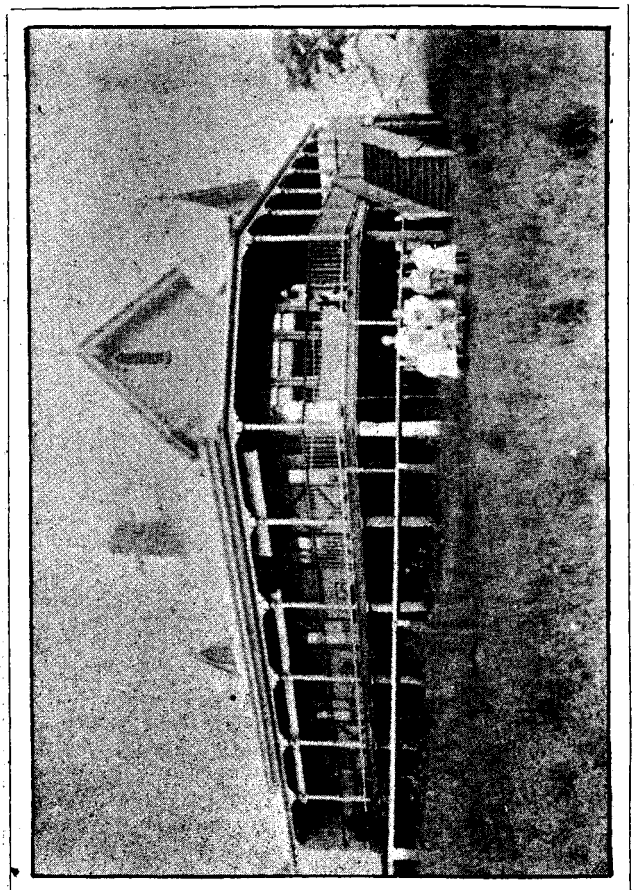
The death of William Samuel Lambert, printer, of Wharf street, Maryborough, on September 9th, 1896, removed one of the "oldest identities" of Maryborough. Mr. Lambert, who was a native of England, arrived here in 1860, and was for fully thirty years one of our prominent citizens. He was a born compositor, and came of a family of type-setters in the old country. From an accident which occurred in infancy, Mr. Lambert was a sufferer all his life, and his deformity was doubtless a source of unhappiness to him. But he always maintained a cheerful deportment, and was much liked by a wide circle of friends, who lament his loss. His first and most ambitious effort in publishing was *The Tribune*, a newspaper, which, during its short existence, was a power in the community. He also printed the *Isis Advocate*, and later on the *Isis News*. He was 66 years of age at the time of his death, by pneumonia and left a family of three sons and a number of daughters.

BANKING.

In every large trading community financial institutions hold a prominent place, Maryborough being no exception. The local banks are the Bank of New South Wales, Union Bank, Bank of Australasia, Australian Joint Stock Bank, Commercial Banking Company of Sydney, all having chief offices in Brisbane and doing a large volume of business.

MARYBOROUGH LAND VALUES, 1890.

In 1889 the Wide Bay district was visited by a somewhat erratic journalist—the late Aleck J. Ivimey, who, as the result of his observations whilst travelling Bohemian-like, published six pamphlets or brochures on Queensland. As his remarks on "Maryborough and its Land Values" appear appropriate to this work they are here transcribed



CHURCH OF ENGLAND PARSONAGE.

He says :—"A market on Saturday would be a splendid thing, both for the public and the consumers alike, but the eternal tendency to talk to death, so characteristic of the town, may stop the market for another few years. The State subsidy to the divisional boards of £2 to £1 raised, will expire at the end of this year, and only £1 for £1 will be substituted for 1890. As the present Administration is virtually in the hands of the House, it is necessary for country members to go together for the higher rate, lest their own higher rate—or rather hired rate—of £6 per week be stopped for ever and for ever. However, the shopkeepers of Maryborough reap the advantage of the low values of property that rule at present, for a shop in the main street can be rented for one-third of the cost of a similar premises in Bundaberg, or one-tenth of those Queen street rabbit hutches, where the smallness of the premises is made amends for by the largeness of the rent. That's why Maryborough is solvent when its neighbours are not.

"The city of Maryborough is just now very much down financially, chiefly with wild cat mines at places such as Gebangle, with Mount Perry copper, and with Brisbane nepotism. But the worst is past, for the Eidsvold has given 4,800 oz. in the last quarter, and a general election is impending that will change the state of things in the Maryborough foundries and timber mills as with magic, when the remnant of political virus in the Polynesian Act has expired by effluxion of time. The season for the farmers is the finest on record, and the back blocks in the Central and Northern districts are bringing forth pastoral treasures, that will be sheared and sent home within another six months, that will make the banks far more formidable than they are now. The land values of the Mary metropolis are the lowest of any town in Queensland, and the correspondingly moderate rents has much to do with the commercial salvation of the town, even in times like this. In the main highway, Kent street, opposite the *Chronicle* office, whose building is in an appropriate state of crumble, indicative of its journalistic condition, the land is worth about £40 per foot, as there is a public house further over in the next street. The hotel at the corner of Kent and Richmond streets is owned, site and all, by the proprietor, who paid £7,000 for the land—that is worth about

the same now, for the *Chronicle* side is, and always has been the wrong side as far as Maryborough is concerned. Further down by Horsburgh's, the land is worth considerably more, say, up to £70 to £100 per foot. George Horsburgh, the oldest ironmonger in Maryborough, who employs more white men than any other such firm, is a strong advocate of kanakas, although he has never had any direct dealings with them. Opposite the very ancient Royal Hotel, that stands covered up with bunya pine trees in front, just as it did when Gympie was being invented, the values are nearly the highest—where Finney, Isles and Dawson's, the bookseller are, the price is not less than £100, and at Stupart's corner, at the junction of Bazaar and Kent streets, the paradise of the street preacher on Saturday night, the values reach their highest. It is at this corner, and in the roadway intervening that the traffic is thickest and densest on Saturday nights, the only time when the town really loses its mausoleum aspect. In Adelaide street from the Kent street corner, where the School of Arts and the Salvation Army stand—the latter on Saturdays, as aforesaid—the values run from £30 to £35 per foot, and further on past the Royal Exchange Hotel, where the shops are seedier than usual, the prices are seedy too, but on the opposite side where the buildings are more substantial, the prices are far higher. Jonathan Murray's is almost the only decent shop on the other side in that street. Wharf street frontages—a regular back street, but leading to the steamers, with three hotels in its fifty yards of roadway, might be worth for warehouse purposes £40 a foot. Bazaar street, between Kent street and the Gardens, is worth from £30 to £40. There are lots of blank spaces that dot the city like a chessboard, and when these eye-sores are taxed, and taxed heavily, there will be an improvement in addition to that good time already spoken of that is bound to come. The rates of living are the lowest of any coastal town in Queensland—less than half that of Cairns or the Towers, and the climate is one that people can live in and settle in for generations, instead of passing a few brief years, as in Northern climes, just to make a rise and clear out. There will be very little left except the miners in three generation in the North, except in the Herberton tableland, for the white man as an

agricultural labourer is even a more conspicuous fraud in the north than he is in the south. In the Wide Bay district, where the Danes and Swedes acclimatise as to the manner born, and where the hottest noon-days are followed with cool nights, different enough from the red-hot smells of Townsville in January, there can be no doubt as to which is the best place to speculate in land, more especially as the auctioneer fiend has been almost comatose for the past three years, since the bust up of the Isistown—swin—settlement. Most of the houses there to-day have apparently settled into the wallum, for they are there no longer. Town values are always safe, especially in a place of 10,000, where the people can fill a big Presbyterian church every Sunday, and can pay their minister £100 more than the Anglican parson gets. That's a sign of solidity, as I take it anyhow."

FIRST IMPRESSIONS.

First impressions of new places are often erroneous, but I do not think my first impressions of Maryborough are likely to be wrong, when I say that as a large and populous centre of trade, it will compare favourably not only with Toowoomba and other Queensland towns, but with many of those much vaunted and overlauded cities down south. Certainly, one expects much progress in 35 years, and if we revive or resuscitate some of the "old hands" we knew about that time, would they not stare at the changes? Instead of Melville and Travis's or Dowzer or Purser's being the only stores, or species of all-sorts shops, at which everything was vended "from a needle to an anchor," they would now be lost in amazement at such elegant establishments as Geo. Stupart's, or Bartholomew's, or Finney, Isles'; whilst the modern fashions would have struck our ancient madames into the proverbial "cocked hat." The Royal Hotel, which may not be inaptly termed a relic of the past, still stands as of yore in the same place, looking very much too as if it meant to defy the ravages of Time for a century to come. Aldridge, its first proprietor, now sleeps beneath the sod, and a long line of successors have

followed him. In the olden times there was only Aldridge's hotel and none other to satisfy drinkers with thirst unquestionable; now there are at least forty others at which the best liquors and all the requirements of modern refinement and comfort are to be obtained. One sight very familiar to the olden resident here was the numerous bullock or horse teams which brought loading down or took stores up country, and whose drivers were about as free-and-easy and as good-natured fellows as could be met; whilst on the road they were up to their work, and no bullock or horse dared "jib at a pinch," or bog-hole, for fear of castigation, but the journey ended, they seemed to think it their duty not only to drink themselves, but to draw all and sundry who were willing into the same stream, so that "shouting" was the order of the day, or rather days, until all the cash was done, and "tick" being refused, they departed to their usual work well satisfied. Well, you see none of this now; indeed, one wonders what has become of these free-and-easy souls, who were "no man's enemy but their own." And there were rare times when the shearing was on, and the shearers came to town with their cheques from the Burnett or Wide Bay districts.

Oh, had you been at the shearing shed
When the clipping time was near!
Grand songs were sung, fine yarns were said,
By those who came to shear!
And the shearing was a glorious time,
Ne'er forgot, though pass'd away;
We'll see no more those men of yore,
The shearers of Wide Bay?
Our bullock-drivers, with the past
Are gone, but unforgot;
O'er them the earth has long been cast,
Here was their camping spot.
We meet to-night where once they met,
With many a loaded dray;
Their memory we shall ne'er forget,
Dear "old hands" of Wide Bay!

But of progress municipal some imagine there is little. People now-a-days will talk, and they ask what can you show for your overdraft? If we could resuscitate Mr. Melville, mayor, and Mr. Barnes, town clerk, and inquire of them what we have gained, their reply would be worth recording. Take a piece of waste land with thick jungle

around it, without houses, population or settlement, barring a hut or two, or blackfellows' gunyahs, and turn that into a city with well laid out streets, paved and guttered, shops teeming with goods of modern manufacture and art, lighted with gas lamps, and with fine public buildings, railway station, schools and School of Arts, and then tell me are not such signs of progress? Certainly, our Town Hall is not such an edifice as should adorn this city, but when we recall the "overdraft" it is clear we must wait a little longer to erect a suitable building worthy of Maryborough. But "down south" I remember to have seen many town halls of less pretentious appearance than ours, even in rising cities, and the "wait awhile" principle had to be applied to them even as here. I have recollection of a somewhat ludicrous incident which occurred at Gawler in South Australia, shortly after the foundation stone of the new Town Hall had been laid by Mr. James Martin, the then Mayor. As usual in such cases there was placed with great ceremony beneath the stone several gold and silver coins, all of which were stolen by vandals in the night. The theft was discovered ere the builders began the rest of the work, and more coins were substituted for those missing. Contrary to the good old times at present, we do not observe many of the genus lushington standing at the hotel bars anxious to "knock down" the hard-earned cheque received for loading or shearing. In fact, since coming here I have seen few teams; formerly they passed through the town on average about thirty per day. Instead of the crack of the "bull-puncher's" whip or the stockrider's "gully-raker," you now hear the shriek of the incoming or outgoing train, the roar and clatter of traffic in the thoroughfares, and witness a thorough change in everything, in sight and sound everywhere. We had no public gardens in those days; now I find a well laid out ornamental and beautiful spot of resort for the people, who, on warm days, can here find pleasant shades, comfortable seats, and fine panoramic views of the river scenery. I also observe a fine bandstand in these gardens, and learn that once a week a brass band of talented performers "discourse sweet music" for the delectation of those who choose to attend these promenade performances.

Like many other towns Maryborough seems to have its "gas grievance," the high rates charged for gas militating

against a more general use; in fact, in several of the hotels only kerosene is used, and in the year a saving of several pounds is effected. At the Great Western Hotel the change from gas to kerosene has saved the landlord many pounds expenditure in the year, an important matter in these bad times. Here is a matter requiring reform, for considering our vast coal supplies at Burrum, gas should be at prices within reach of everyone. Still, with all drawbacks, Maryborough is well lighted, and its shops, when illuminated on Saturday evenings, present a pleasing and attractive appearance. As I shall have occasion to revert more fully to municipal matters later on, I shall not continue the subject here, though I never think of the Maryborough Corporation without remembering poor Chiam, the celestial councillor, his matrimonial troubles, and his vessels, and a lot of other things familiar yet to the "old hands" of Wide Bay. In that bygone day Mr. Sheridan was a familiar figure in our streets. Who does not remember R.B.S., the man of many parts, and a ruler of Wide Bay? Mr. Sheridan was a very great man at that period, but his mantle has descended on others who now occupy the position he held. Charles Hardie Buzacott and others are never seen now, but are remembered still. Fancy pictures too, Mr. Barns and Mr. Symes, solicitors, with those formidable law books at the courthouse, with Mr. Sheridan on the bench—suave, versatile, yet upholding the majesty of the law when some unfortunate "drunk" was brought before him by Mr. Harwood, the police officer. Mr. Harwood, yet alive and well, is one of our oldest celebrities, and I was pleased to have an introduction to one familiar to me in that bygone time.

MARYBOROUGH MAIN ROADS.

Pialba-Maryborough.—Saltwater Creek, 4½ miles; Susan Creek, 5; Stockyard, 5; Pialba, 8½—23 miles.

Bundaberg-Maryborough.—Burrum, 18 miles; Isis, 16; Gregory, 13; Bundaberg, 24—71 miles.

Mount Perry—Old road.—Blossom Inn, 2 miles; Maryborough-Richmond, 8; Rising Sun, 7; Musket Flat or Elliott, 9; Cane's, 10; Golden Fleece, 6; Degilbo, 18; Didcot Rainbow, 7; Burnett, 15; Mount Perry, 15—97 miles.

Mount Perry (new line Gayndah).—Maryborough to Didcot, 65 miles; Wetheron, 12; Burumba Hotel (Reid's), 7; Gayndah, 5—89 miles.

Kilkivan—Maryborough to Richmond, 8 miles; Rising Sun, 7; Elliott P.O., 9; Teebar Mine, 14; Teebar Station, 9; Gigoomgan, 4; Springs, 5; Glenbar, 6; Munna, 6; Calgour, 5; Kilkivan, 25—98 miles.

Teebar Mine.—Richmond, 8; Rising Sun, 7; Elliott, 9; Teebar Mine, 14—38 miles.

Mount Clara, Mount Coora, and Black Snake.—Kilkivan to Mount Clara, 7; Mount Coora, 9; Black Snake, 11; Mount Clara to Mount Coora, 2; Mount Coora to Black Snake, 3.

Kilkivan (short road).—Tinana, 1 mile; Owanyilla, 9; Tiaro, 8: Gootchie, 10; Mary River, 5; Miva Station, 5; Brooyah, 7; Kilkivan 10—55 miles.

Gympie—Maryborough to Tinana, 1 mile; Owanyilla, 9; Tiaro, 8; Gootchie, 10; Thompson's Flat, 12; Palmer's, 11; Gympie, 9—60 miles.

Brisbane, via Gympie.—To Yandina, 48; Cobb's Camp, 9; Mooloolah, 11½; Caboolture, 26½; Pine River, 15; Brisbane, 16—186 miles.

THE WIDE BAY FLOODS.

These almost annual visitations, which were in bygone times disastrous to the town and district, are now happily much modified and less ruinous. The most notable floods on record occurred during 1871, 1875-6, 1885, 1890, and 1893. The report of disaster for one is equally applicable to all; I therefore give the impressions of an eye-witness to that of 1890:—"There had been no lack of floods elsewhere, and the Government Meteorologist, Mr. Clement Wragge, had not been behind in prognosticating bad weather. The north had its floods, and the Burdekin Bridge near the Towers had been impassable, and it became evident that the south was to get its share. As far back as January 17th the passengers from Noosa to Gympie by Myles' coach had to get out at the Six-mile Creek, and walk round to Cooran, the railway terminus, just in time to catch the last train that week to Gympie. The coach got across a day or so after, and the mails came on all right; but the Culgoa and Adonis from Brisbane to Noosa, were making very irregular passages by reason of stress of weather. On the road from Cooran to Noosa by Matters' coach, that esteemed man pointed out a ridge of some 20 chains wide, that, if cut, would take the storm waters from

Gympie, and send them into the Noosa Bay, which would make that harbour at the heads far safer. And until the State takes the matter in hand, at the cost of the colony, the people of Wide Bay will continue to talk and to suffer as they have done for the past generation. Gympie did not seem to care much about the flood; they are things it is used to, for not more than six months back the waters had stopped some of the mines and the sawmills that lie on low ground. At Maryborough there were all sorts of rumours, but the main idea there was to keep a watchful eye on Gympie, as the state of the river there was a sure guide to what it would be at Maryborough. And so the days went by till the 20th of January, the weather being as disagreeable as the most confirmed sceptic could wish. Tales of the old flood days of '71 and '75 came into fashion all through the district, and in a general sort of way people thought they kept their weather eye open. Gympie was quiet enough, and the river there was only gradually rising during that last week in January, but on Thursday and Friday there were exceptionally heavy downfalls, some of them registering as much as 8 to 10 inches in one day. Till Friday there was nothing so very bad from Gympie, where all the attention centred, but, unluckily for Tiaro and those of the Maryborough district, the watch was not kept at the proper place. At Gundiah, half-way between Gympie and Maryborough, are a couple of rivulets called Wide Bay and Munna creeks that are ordinarily fordable, but which are the channels of a supply from the Kilkivan mountain district, that had an enormous quantity of rain, which had already flooded Glastonbury as with an avalanche, costing some few lives and doing incalculable damage to the settlers there. The result was one that was as disastrous as unforeseen. On the Friday, although the river had swollen within a few inches of the wharf, little notice was taken, as Gympie reported nothing extra of importance; but if there had been a watcher, as there should have been, at Gundiah, he would have seen a mighty torrent coming down from the mountains, bearing destruction and ruin in its course. Had the warning been taken in time, most of the Tiaro settlers who had taken up land on what is known as Wilson's Pocket, would have had time to clear out, and along the river between there and

Maryborough, which is taken up mainly in small selections, the holders would have been able to save their household belongings, as well as the hay, potatoes, and maize lying packed ready for market, with not a thought of danger. No precautions of any consequence were taken at the town, for Wilson, Hart and Co. were above the highest level ever known as events subsequently proved; but further up the river on both sides, both at Granville, as will be seen in the article on that place, and at the town wharves themselves, the destruction was something appalling. Saturday was when the alarm really took place, and to his credit be it said, Mr. Sexton, the traffic manager of the railway line wrote to Mr. Hyne, of the National Sawmill, offering him the use of the railway to remove the million or so feet of timber stacked there; and it is said that proposals were made to the same man concerning the removing and stacking of his timber on higher ground, that he rejected, partly, it is said, on the ground of expense. This cost him very dear, for by Sunday the flood had covered a space not less than half a mile wide, and was rushing down with a dull low roar that will be remembered for many and many a year by the sufferers. The Tiaro farmers suffered first, and then came the nearer settlers. The mighty mass of boiling muddy surge did not come alone. On it, eddied and hoisted about with continually varying currents, were trees, haystacks, portions of houses, sheets of iron, and scores of tons of produce, taken remorselessly from the unsuspecting settlers of the river side, who had too often to flee at a minute's notice from the destroyer, carrying with them nothing but the clothing they had on at the time; and in some cases it got as far as sittiug on the roof of a dismantled dwelling trembling with the violence of the flood, expecting to be washed away every minute. It is satisfactory to be able to add that, in these few extreme cases, there were found heroic ones ready to risk their lives to save others; and when a whale boat, lent by O'Kane and Cherry to the people of Gympie, had gone up as far as the "pocket" right up at Maryborough, it returned without meeting a single case of distress unprovided for. This, however, was a foregone conclusion; for, thanks to Inspector Lloyd, the respected head of the Maryborough police, who, with Captain Boult, the harbour master, worked day and night

to prevent any loss of life, there was really nothing to do for the Gympie expedition, which included no less a person than the respected Town Clerk of that city, who was warmly cheered on his return to Mary street. The fact is, all day on Saturday the boat's crew commanded by Captain Boult had gone everywhere men could go, and it will sound strange enough to add, that in most cases people in imminent danger of being washed away, strongly objected to be interfered with, and in some cases nothing short of actual violence was necessary. One woman, who repulsed the crew at one time, waved a sheet frantically enough half-an-hour later; and it says something for the crew, and of their commander, that the work was done so thoroughly in spite of these drawbacks that nothing was left for the Gympie expedition. Walker's shed on Saturday, which breasted three different currents for many an hour, got almost submerged before it gave way, while Hyne's saw-mill being further back kept its roof intact while the whole of the timber was washed down—a loss that is almost irreparable to that gentleman. The same fate befel Sim's mill further down, and the tramway that connected Walker's works with the shed, of viaduct construction, was similarly destroyed. The Grand Hotel, a three-storied building, the property of Corser and Co., stood the force of the flood well throughout, being sheltered by the sheds further up, but by Sunday the second floor was on a level with the tide, and the only way to get out was by boats. The old *Planter's Herald* office on the other side of the street, facing the wharves, stood melancholy enough with its upper windows just visible, while the buildings of the Howard Smith and Co. and the Torbanlea Colliery were completely out of sight altogether. Corser's shed to the right of the Grand was one of the last to be demolished on Sunday, January 26.

Kent street, the leading thoroughfare of Maryborough, had a circumscribed length on that memorable day, which it is hoped it will never have again. A large crowd on horse-back, in carriages, and on foot, were assembled at the entrance to Walker's yard where the water blocked their further progress. Walker's wharf had then disappeared, and not long after Corser's store at the rear suffered a similar fate. Round the corner in the direction of the

wharves was the "Grand" half under the flood, while the coastline of Granville appeared to have gone out of the horizon altogether. Further down the stream, three sailing vessels stood breasting the furious torrent, with the strongest hawsers procurable attached to the nearest big tree, that in every case proved reliable. The coastal steamers had to pass by the Wide Bay Heads without daring to enter, and to go on past the Burnett where the outpouring torrent was equally formidable, Rockhampton being the only safe port north of Brisbane. The lower part of Kent street as far as D. Clarke's, the chemist, was flooded to a depth of some four feet, and opposite the School of Arts the road was blocked as far as the Grammar School grounds. The gardens were accessible only by the post office entrance, and by that close to Wilson and Hart's office, for a great flood down in the hollow, blocked Sussex street completely, rendering the route to the Presbyterian Church only possible by going up past the railway, and on to the Gayndah road as far as Ferry street. There was a day service there, some sixty attending, and there was an equally scanty congregation in the evening. The Rev. J. Knipe, in his morning discourse, preached with powerful, quiet eloquence in a manner befitting the solemnity of the occasion, spoke of the troubles as that which had devastated all around where they sat, being the means of bringing their fellow sympathies closer together, and of making their sufferings occasions of benefit. How well that doctrine was taken to heart is seen in the fact that at the meeting held on Tuesday following at which £500 was raised, the retiring Mayor's name, Mr. J. C. Bryant, headed the list with £100 voted by the council. Subscriptions were started throughout the district, and the remainder of an unexpended Wide Bay subscription for the London strike fund was ready to be included in the municipal floods relief fund. That list was also supplemented by the State at the hands of C. Powers, M.L.A. All the commercial houses gave liberally, for the farmers were their own customers, who will experience yet more forbearance at their creditors' hands in view of the generosity shown on every side. The damage at a very rough estimate cannot be less than a million sterling, in fact it has been estimated far higher, but the truth is not all known

yet. It is only enough to know that the greatest flood that the Wide Bay district has ever seen has come for a week and gone, and has left behind hundreds of ruined and destitute people to provide for or succour. Is there anything necessary to add to this, save that the town fund is now (February 4) £1,130?

Granville is a suburb of Maryborough, possessing some few hundreds of inhabitants, and a fairly good back country that has yet to be taken up, with plenty of eligible sites for suburban villas on the topmost ridge of the suburb, which, as experience has just shown, is flood proof from the highest deluge that has yet visited Maryborough within the memory of white men, although the blacks allege that there was once a time when all the town was under water, with the exception of the cemetery. Now that the secret of this flood has been discovered, it is likely that future generations will be far wiser and better prepared. Granville is to have a bridge that would best benefit the shipping and mercantile interests by going to Norway street, although the local interests would be better conserved by taking the Raglan street route. This, at any rate, is the opinion of Mr. L. Steindl, the brewer, and who, with Mr. Heath, the draper, have been in a position to considerably mitigate the trouble caused by the flood, that for about a week compelled the people on the river and first flats to take refuge on the second higher elevation where the Christ Church (Anglican) and the State school stand. The school indeed and the church were the common asylum for the score or so of people who suddenly found themselves without a home, who had everything they wanted placed at their disposal by Messrs. Steindl and Heath. The former sent his boat and trap, with what provisions were necessary, while Mr. Heath was ready with his drapery to those whose clothing was washed down the river. There is one hotel at Granville, the Granville Arms, kept by one Richard Tighe, who had everything swept away at a total loss of about £150, but who was pretty busy serving a crowd of customers which I called, on the subsidence of the flood. Tighe spoke very highly of Mr. Steindl, whose beer was all that he sold, because none other was asked for; a peculiarity common to two or three houses on the town side of the river. As far as could be gathered from enquiries

made, the damage done was as follows:—Sullivan's shop and house all swept away, Mrs. Ellis and Mr. Whitaker's adjoining, in Raglan street, coming up from the ferry, together with the hotel just mentioned which stood serene through the flood. Kelly's, Mrs. Hughes', Simpson's, McCredie's, and Thomas' houses in Napier street also wrecked, and a farmer named Noritsky suffered the loss of his dairy and piggery. The other sufferers whose houses were either submerged or swept away, were given as MacDonnell, Sullivan, Bryson, Burns, and Concanon, the last including a house and a quarter acre of ground which was clean washed away at a total loss of over £200. Another dairyman named Gusskoff suffered the loss of his dairy, and Dowell lost all he had. Anderson, another dairyman, suffered in a similar manner. Altogether Granville was represented in general trouble by about fifty people being destitute and about eight houses washed away altogether. Two other houses also suffered, that of Mrs. Baxter being shifted, and Mrs. Poulter's sunk into the ground, rendered like a sponge by the constant rushing of water. Fortunately Mrs. Holmes, who plays the organ at Christ Church on Sunday afternoons, and Mr. Roberts, who teaches the children in the Sunday School, were none the worse, as the flood did not trouble them. Sullivan's house was the property of Mr. Rooney, who will bear that part of the loss. A good deal of the damage done was owing to some of the people refusing to clear out when asked, as they had seen the 1875 flood come and pass without touching them; and it may be added that this sort of heedlessness on the other side of the river was the direct cause of some of biggest smashes that occurred there. It is cheering to add, as showing the general character of the people at Granville, that no sickness has since come among those left in the church and school house, and that every ordinary necessity was given freely and without anything more than a payment of thanks. All cases of loss were duly investigated by the town committee, with the mayor at its head. The total loss at Granville cannot be far short of a thousand pounds.

At Bundaberg.

The Burnett Bridge, now in process of erection, has suffered heavily, for only one out of six cylinders placed in position is now left standing, while the wharf of the Bundaberg Foundry Company has suffered severely. Michael Duffy's shed, the leading one, has been washed away, while Howard Smith's shed, and a smaller one, has gone too. A punt moored at the ferry broke loose, and after a short but perilous journey, its one occupant, a man, was rescued at Fairymeade. That grand plantation of 660 acres is almost totally destroyed, and Messrs. Young's had deservedly the name of being far and away the best employers of labour in the district to both white men and kanakas alike. Miss Young's Sunday school for the kanakas is a pleasant tradition of Fairymeade. The loss must be simply enormous, running into some five thousand pounds. The greatest height of the 1875 flood was overtopped, and the portions of the town between Woondooma street and South Bundaberg were all under water, so that sailing boats were the chief means of intercommunication. Skyring's sawmill was flooded, and the Kennedy Bridge rails were invisible. In North Bundaberg there was not a dry yard of ground there on the memorable 26th of January, and there were so few houses safe that the Masonic Hall and the Young Australian Hotel were the only reliable camping places. Some 250 people went by rail to Avoca, where the ground was higher. Three of the bridge cylinders have disappeared, and a lot of the working gear is gone as well—all dead loss to the contractor, Mr. Johnstone. Mr. Tom Penny, one of the owners of Millbank Plantation, had a very narrow shave from being drowned, and only escaped with the greatest difficulty. The railway station at North Bundaberg was a hopeless mass of desolation, and all over the yard the *debris* of the jumbled up waggons remarkable, for the flood came straight from the river, right across the town in its desolating track, and the line in all directions is seriously damaged. The amount of destruction at Bundaberg cannot be known for some time at the least, and the total will be a terribly large one, running into scores of thousands of pounds. One of the most memorable incidents was the drowning of a man named Jacobsen on the 27th, who tried to cross a running creek instead of going round

it, and never completed the contract. A man named Moore, who had a contract for building a lightship at the Fitzroy, was swept down the river in a punt, in which he was in company with another man whose name has not yet transpired. Nothing has been since seen or heard of them, although a search party consisting of Messrs. Bennett, Geary, Stiller, and others went in search as far as the Kolan River, the Lady Musgrave being chartered for the trip by the Customs people. The fact of the gasworks being submerged at Kennedy Bridge caused the Bundaberg *Mail* to make its appearance on the 28th in quarto size, in consequence of its gas machine being inoperative. However, the Wednesday's issue came out all right, and both *Mail* and gasworks are now going ahead as much as ever. The *Star* had to substitute hand labour for its Otto gas-engine in running the Wharfedale plant, the paper appearing in all its usual glory. The *Tribune* is still existent, editor and all, and when the latter becomes "turbulent and truculent" his contributions during these periods are carefully used for other purposes than printing.

Gympie was very dull and depressed, as anyone might well imagine it would be after a week's flood and a complete cutting off from the outside world, with the exception, of course, of her sister city, Maryborough. All that was talked about was the flood, which has been very merciful to Gympie, inasmuch as the main damage in the town was confined to the thorough cleansing out of a public house in the valley that did not, however, touch the Army Barracks a few yards away. Hallelujah! It was the Kilkivan flood that did the mischief. But there is no denying that the dulness at Gympie was simply awful, for there were many miners out of employment. There were only three or four mines really bad with water, including the Nicholls and the South Ellen Harkins and Monkland, with of course the 2 and 3 South Smithfield; and it is equally a part and parcel of every flood that sawmill Ferguson gets an exterior liquidation, which really does him no harm, and besides he insists on paying his men's wages the whole of the time they are "hung up." Down through the Brisbane road farming district the floods had been severe enough, but the news was as yet hardly to hand, but in one case the loss was not less than £1,000.

OLD MARYBOROUGH BRIDGE AFTER FLOOD, 1893.

The mines were mainly exempt, and the carefulness of the Warden in refusing to grant exception except to mines permanently flooded was making him increasingly popular. There had been at Gympie nothing approaching the wholesale desolation at Maryborough, and most of the farms in the intermediate neighbourhood had got off more or less lightly. Although there came no bitter cry from the many settlers (homeless in a single night) it is because they feel that the people of Australia only want to know in order that the offerings of condolence, more substantial than words, will come in as fast as did the raging torrents themselves. The already magnificent response made by Maryborough is full of significance, inasmuch as its recent offering to the great Dillon was less than a half of Gympie's, and there are not a few in Gympie to-day who cordially state that the gift to that gentleman, however famous or distinguished he might be, was a mistake when such things as floods were liable to come. However, the common affliction has washed away the jarring discord between the two towns, seeing that it is the farmers who dwell between, who belong to neither place, who are the greatest losers—and the most patient and uncompromising losers—that it has been my lot to see.

Among the losses suffered by Mr. Hyne, of the National Mills, are nine houses opposite his mill in Kent street; all are gone, and the very machinery of the mill is forty yards distant. The timber in the yard was recently valued at £3,500. Pettigrew's or Sim's mill escaped, but all the timber suffered. The Chinamen's gardens all around were completely swept of everything save their owners, and the farm of Mr. Braddock, of the Union Foundry, shared the same fate. In Mr. Perry's well-known house and garden not far off, the farm suffered to the extent of £1,300. Nearly a hundred fruit trees were uprooted, and 80,000 pines, with 800 grafted orange trees, with 1,500 bananas, have gone. Mr. Butler's eight acres adjoining is in the same state, and the farms of Messrs. Shaw, Copas, Fuchs and Butler, with those of the Chinamen aforesaid, are ruined; a haystack from Mr. Butler's having been deposited whole and entire not far from the Presbyterian Church, some hundred yards further down the river. The Grand

Hotel practically lost nothing, and is as good as ever, the piles driven to the bedrock of the river having done their work well. The Isis Co.'s and Howard Smith's wharves are all right, but the sheds of the latter company are gone, while Walkers Limited has suffered the same fate. The portions of the bridge for the Cairns Railway still lay in the yard untouched. Two deaths by drowning are reported so far. Mr. Bensted's cottage and Mr. Perry's house went adrift, the latter making a gallant struggle as a "coign o' vantage" in the centre of the flood. One benefit accruing by the demolition of the Union shed will be a finer and more elaborate one—that Walkers Limited are well able to afford, despite their losses, which are somewhat heavy. The flood was 2 feet 9 inches above the highest point of 1875. The work of restoring the beacons in the river and bay will have to be done, as most of them have disappeared, and it is too early to know how the main channel has been affected. Some thirty families were provided with clothes at the Town Hall, that has been appropriately made refuge for the homeless.

It is stated from Brisbane that the way Maryborough subscribed to the 1887 flood visitation was fully reciprocated at the meeting which was held at Brisbane for augmenting the flood funds, which it did by £400. By the Thursday following that famous Sunday, the great flood of 1890 was practically over.

After nearly a week, the floods gradually fell day by day, till by Thursday morning one was able to ride down to the ferry across the river, which had commenced running again in something like its former channel. Walkers' shipping shed had gone, but the Union wharf stood there, a good deal the worse for its frightful belabourings. The wharf of Walkers Limited will require a general putting straight, and the total cost of all damage done will be about £3,000, a damage which the company, fortunately for its men—who made up the largest local crowd—are both willing and able to pay for as well as dividends. A plantation at Bundaberg is owned privately by the directors, who have only saved 80 acres out of 400 of extremely prosperous sugar-cane. Mr. Braddock's loss of his orchard and farm closely approximate £2,000, but he does not appear particularly cast down on the point. But the biggest loser is Mr. R.

Hyne, whose total loss of the National Mills, with nine houses adjoining, means some £6,000, a good deal of which he might have saved had he listened to the warnings of his friends. Inspector Lloyd and Sergeant Gallagher gave the alarm to the farmers and townspeople generally, through the police, on the Friday before the flood, but although wisdom cried, her voice was not heard. Corser and Company, of the Grand Hotel, which has come very well out of its troubles, sustained a loss of some £400 over an ancient store that abutted on the hotel; in it they have all the ironwork to start with, and the work of rebuilding had long been necessary. Mr. Henry Taylor, of the Albion Timber Mills, was one of the few fully prepared, and his damage is something he can afford to laugh at, for he a is very popular "boss" with his men, who had their annual feast-day just over a month ago, and who soon cleared everything the waters could damage. Messrs. Sim and Co., of Pettigrew's, have also suffered heavily. Some of the lower Kent street storekeepers—that is those who do business at the lower end near the old barracks, that ought to have been a State market long ago, have had their basement floors flooded, and on the 26th of January, two or three feet to add to their affliction. The Queen's Hotel had four feet of water level with the verandah, but the host appeared to take it rather as a joke than otherwise. Elijah Watson's wine store and Clarke's Eucalyptus chemist's shop were among these, but both proprietors were as pleasantly visible as ever two days after, when the water disappeared.

But the real brunt of the trouble was borne by the farmers on both sides of the river between Maryborough and Tiaro, fifteen miles distant by rail, and a branch committee of the Maryborough Flood Relief Committee, inaugurated at the early part of the week, divided themselves into three sub-committees to seek out the sufferers. The Tiaro men concerned were Messrs. Jonathan Job, Ewen, Crank, and another, who included subsequently Messrs. Scougall, H. M. Hall, Hammill, Mant, Ogilvie, Moffatt, Dowzer, Lindlay, M'Kellar, H. Gordon, Joyce and Wade, with Morrow, of Gundiah. The sub-committee appointed to do Blackmount and Wilson's Pocket first came upon one Sorenson, who had lost fifty-eight acres of maize,

and had his barn buildings and everything destroyed, including potatoes. Phillpott's, the next case, had everything destroyed, but his house was too high for the flood to reach. Brimm's had not lost much, as his land was far higher. He gave every assistance by carrying the two men across in his boat to the sufferers in Wilson's Pocket. Andreas Jocumsen lost everything on his farm, but he has some land higher up to fall back on. Jacob Hansen, who knew himself secure from the '75 flood, and whose wife taught at the Sunday school, lost his home and farm and is ruined. He had only two shillings when finally rescued, and in Soren Sorensen's house, with his wife and family, they had nothing but what they wore. A. J. Madsen is in a similar case, having lost everything, including forty to fifty hives of bees, which were his livelihood. Soren Sorensen, who had three families of refugees with him, lost all his crops. Charley Davey, a bachelor, and his two men climbed to the roof of their house in the darkness and called aloud for help, which was rendered by Sorensen and a party with no small risk. The other names of men who lost their farms, and in some cases their houses, were Jens Jensen, 22 acres of corn lost, 6 acres saved, but it is doubtful if the corn is saleable. J. Torpey lost 44 acres, including 20 bags of maize in the barn. John Hammell is a big loser of 12 to 15 tons of potatoes, 5,000 bags of corn, and 12 tons of hay. His haystack was carried down to Maryborough and deposited in Sussex street, close to the Presbyterian Church, in a decidedly advanced stage of decay. He does not care to plant again, as he fears the winter frost. Lars Anderson is another heavy loser, and his land is afflicted with nut grass, which is not charged extra for—he pays from 20s. to 25s. per acre per annum. The Pioneer Provisional school has been removed bodily some ¼-mile distant by the flood, and stands bottom upwards with some £70 worth of school and children's books inside. S. T. Richards has lost 15 acres of land at Owanyilla, one of the finest crops in the district. Gysing has lost 30 acres of maize, of which he has saved 30 bushels. Mrs. Bensted loses 18 acres, Mrs. Rank 23 acres, W. Carruthers has lost everything, A. Moffatt 13 acres of maize; Shielback loses 10 acres, J. Neilson 800 bushels of corn, Fitzpatrick 7 acres of corn,

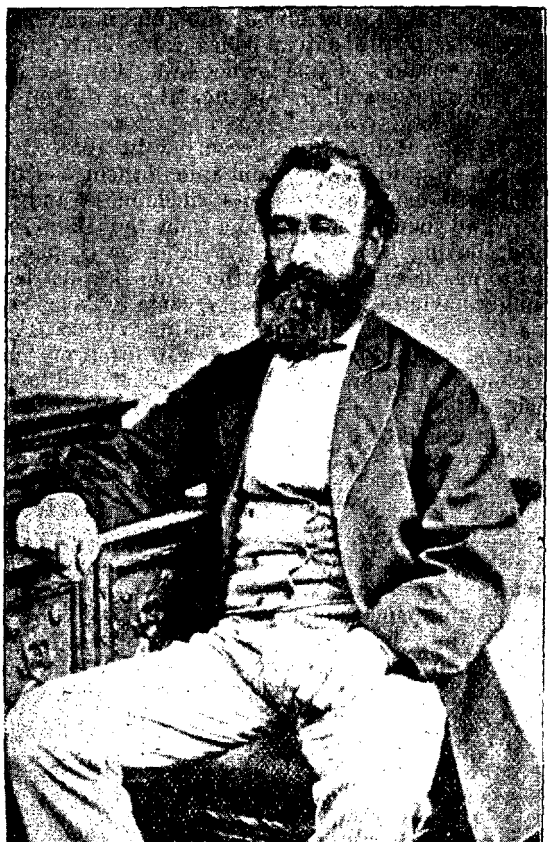
and Fruss 5 acres, and Jacob Rassmussen has lost everything, including 12 bags of maize in his barn. There are other sufferers in the Tiaro section—chiefly Danes. Messrs. Magnussen, H. M. Hall (of Aurora, the irrigated plantation), Jorgensen and Lars Anderson, T. Lawrence, M. Stevens, Andersen, Andrews, Carlson, Jenkins, Tulloch, Hendricksen and Johnson have lost largely. Brisbane subscribed largely, and other towns followed suit. It is generally felt in Maryborough that all subcriptions should be put into a permanent fund, so that when floods come the help will be as prompt and discriminating as the public have a right to expect it should be. When the Mayor, F. Bryant, asked his council for £50 for the flood victims, he did so as one who had refused £200 as mayoral allowance during his term of office. And the council responded, as they were fully justified in doing with £100, after Aldermen Nick Tooth and Booker had tried to make it £200.

IN THE EARLY DAYS.

"Every man did that which was right in his own eyes, and the avenues to wrong rather than Right and Justice were easy to follow."

It is a fact that a settler on the Upper Burnett in 1858 engaged a servant girl for his station through an agent in Brisbane, and after her arrival with teams, finding his efforts to seduce her useless, one night committed an outrage on her, and then turned her adrift. Fortunately, after wandering for several hours in the bush, she was discovered by a friendly blackfellow and his gin, who piloted her to the Brisbane road, where, under escort of some rough, but kindly teamsters, she reached her destination. To add to her misfortunes, the poor girl discovered on reaching Brisbane, that the squatter's cheque received for wages was valueless. And yet, that man escaped punishment for this, not the least of his misdeeds. He is dead now, the victim of his lusts.

It is also a fact that two emigrants from England who had been shepherding on the Burnett Downs for twelve ments, consented to leave their earnings, £50 each, in the squatter's hands, and that he, to get rid of them, sent a



JAMES BARTHOLOMEW,

Drowned in Flood, 1873.

flock of worthless "culls" to a far-out station, at which, just before, two men had been killed by the blacks. The poor new chums met a similar fate, and their wages in their master's hands were kept by him, and never heard of. After their death, the native police came and drove the blacks to the scrubs and a better flock was then put on the ground, and quiet prevailed, but the fate of the murdered men was soon forgotten.

Many strange events which occurred in 1858 are continually recurring to memory, and among them the following impressed me greatly by its suddenness and tragic nature. Two young men, brothers from the Highlands of Scotland, having left their native land for Sydney, were induced to purchase a station in the Wide Bay district, and accordingly having fitted out a party, came to Maryborough *en route* to their station, which was up Widgee way, and but partly stocked. The party were well fitted out with a team, labourers, stockmen and stores, and started hopefully on their outbound trip. The young men, who were separately aged 18 and 20 years, were most enthusiastic in their liking for the free bush life they were about to enter upon; whilst to become "good squatters" seemed the acme of their desires. The weather was very hot when they left Maryborough, and on reaching the Six-mile Creek, it was resolved by the party to camp for a couple of hours, turn out the team and made a pot of tea. The elder of the youths, quite unaware of the indiscretion of drinking water whilst in a heated state, went to a waterhole, and lying face downwards, inbibed a large quantity of the fluid, which, being screened by thick timber and dense shade, was of icy coolness. Sudden and severe chills, gripings and intense pains followed, and cramps and spasm in about a quarter of an hour closed his life, for notwithstanding all the rude remedies at hand, and the care and attention of his mates, the poor fellow succumbed to his fate, to the sorrow of his brother and the rest of the party who had regarded him as a favourite. His sudden death broke up the party, and his brother, instead of going to the station which they had purchased, turned back to Maryborough and took first steamer for Sydney, where he disposed of the station by auction and then sailed for Scotland, to bear the sad tidings to heartbroken parents in "Auld Reekie." The

funeral of the young man took place at Six-mile Creek, the burial service being read by the Rev. R. Postlethwaite, of St. Paul's Church, a man much liked, as were also his predecessors, the Revs. E. Tanner and T. L. Dodd, both pioneer ministers, whose ministrations commenced at Wide Bay in 1853. When we now attend the Sunday services at St. Paul's, and listen to the Rev. Canon Eva's eloquent discourses, how few of us think, or perhaps know, aught of the devoted pioneer clergymen who gave time and energies to the building up of this popular church. The Rev. E. Tanner, the first Church of England minister, was here from August 1853 to February 1854, and afterwards rector of the same church from January 1873 to March 1875.

By the river as I wander
Voices whisper soft and low,
Near the rushes there I ponder
On the days of long ago;
Speaks to me some loving spirit,
Some departed friendly soul,
Gone to purer joys inherit,
Bliss beyond this earth's control,
As I gaze upon the river,
While such visions round me rise,
Those who are forgotten never
Draw tears from my earnest eyes!

I don't recollect much where the dead were formerly buried, but the present Maryborough Cemetery is creditable to the town. Probably on tombstones there you would not find the names of any who were buried there as far back as 1857; the usual way on stations being to inter the corpse in its clothes or some rough made slab box. I have in later years been thrown in contact with many fastidious people who believed there was no hope of heaven or happiness in the next world unless they could be buried in "consecrated ground." Think of the thousands of bushmen, shepherds and others who have died in these districts, either lost in the bush, or struck down by the tomahawks or nullah nullahs of savages—where are their graves? Not in "consecrated ground"! Where lie the last remains of the Frazer family? In a grass-grown mound on the Dawson, buried near where they were massacred?—not in consecrated ground!

It seems strange to one who, like myself, compares the Maryborough of present time to what it was in 1856, to observe its marvellous progress. Picture the ladies who, though perhaps numbering but half-a-dozen, found at Melville and Travis' store all they required in garments, now being resuscitated and promenading Kent-street. What wonderful prizes could they now unearth at Finney, Isles', Stupart's, Doonan and Hanley's, and other emporiums of modern art and fashion, where the latest up-to-date fashions are to be found, and articles which were unthought of in these primitive times are accounted appendages to every lady's habiliments, and to be procured. The ladies of 1856 had, I think, but one parasol between them, and that came from Sydney, so Melville and Travis, thinking there would be a demand, got up some; perhaps if warming pans or skates had been recommended they would have imported a case to order. But umbrellas being so useful in this climate caused no loss to them, and judging by the number about, the sale must have been going on ever since. Everybody, too, of the male persuasion, wore puggaries and pyjamas, and nice smart fellows they looked too on hot days in their snowy white linen. During my five years' residence in and around Maryborough I never heard a sermon preached, or knew a minister to visit the stations.

The most lively times in Maryborough were when the Sydney steamers came in, and Captains Knight and Cottier were visible ashore, or when there was a goodly array of bullock teams in town with loadings of wool, hides, tallow and the like, or some false alarm was raised that the blacks had been "playing up" at the station with new chum "colonial experience" men or shepherds. Then everybody got slightly scared and went to the stores to inspect the firearms in stock in case we might want some you know. But an inspection never was followed by purchase. I conclude the danger was but momentary and of small import, all being more frightened than hurt.

I know I was foolishly persuaded into purchasing a Colt's revolver from a new-comer, but as it was more likely to kill me than anyone else, I sold it about ten years afterwards at the Hanging Rock without having even fired a shot out of it. Still I always kept it loaded for fear of accidents, and one day when a blackfellow at Graham's Creek was

handling it in a spurt of curiosity, he pulled the trigger and a couple of slugs passing through my hair showed me the danger I had escaped. The blackfellow's father, seeing the accident, "yabbered" plenty at his son, and ended by enforcing his logical argument by knocking him down with a nulla-nulla as punishment for his carelessness.

I often think, that if it were possible, I should like to go back to that bygone happy-go-lucky period of 1856, and be as free from care and anxiety as then. Now-a-days society is stirred to its foundations with discussing the best methods to obtain rights and privileges which justly belong to it, and from which it is unjustly debarred by Parliament. We heard nothing then of the Gayndah Railway extension, or that of Pialba either. I don't think Pialba was even named, and it probably originated in the familiar quotation of the aboriginal—"me pialba (tell) you." Coal had not been found at Burrum, and a public meeting to discuss the probability of a bridge at Howard had not been thought of; nor did we have the least fear of any kanaka rising, simply because we had no kanakas at Bundaberg or elsewhere. Our own "darkies" were sufficient to stir us up and be kept in subjection, and a show of firearms, with the barrels shown through port holes cut in the slabs of the hut in this township, was sufficient to deter them from mischief. Civilization has terribly altered us, and the presence of "too much white Mary" in silks and satins has spoilt the free and easy style of pastime which prevailed at our balls and parties in bygone days. On all sides I hear it asserted that "modern progress is making rapid strides."

Are we improved? Our universities stand
Temples of learning in this southern land;
Improved! we know all that our fathers knew,
And all their trickery we can better now;
Their vices, not their virtues, we now emulate.
The king no more is "parent of the State,"
New laws we make, and everything is new,
Excepting sin– here, "give the devil his due."
Since he no doubt is ruler of mankind,
And hoodwinks virtue, which is dazed and blind,
Thus, if the modern age is so degenerate,
Let's try to turn the wavering wheel of Fate,
And a new era by new arts create!
An epoch worthy to be called "The Great."
Year follows year into the distant past,
Each in its turn no better than the last.

What a contrast between times past and present everywhere! so that Maryborough is not singular in this respect, and the contemplation of this fact shows the observer how varied are the transitions and changes of life; the men you knew as boys are grown beyond recollection, and are now fathers of families; and their sons, in many instances, hold high and important positions in the community. I could quote many instances of the men I knew here in 1856, who now live in their sons. The "old standards" have gone down to their graves "full of years and honours," and the sons remain to keep up the family name with credit. Well do I remember Mr. J. D. M'Taggart, pastoralist of Kilkivan, a staunch friend of Hugh Graham's, at Maryanna, and many a pleasant chat we had when he stayed for the night *en route* to the "Bay," as it was usually termed. Mr. Booker, sen., is also a living example of the type of men we had in the past, and, though retired from active life, is worthily represented by his sons. Butchering seems to "run in the family," for from the early fifties the name of Booker, as one of the honourable fraternity of fleshers, has been associated with Wide Bay. And a large and important trade he did, too, with the shippers and steamers then, and, being our only butcher, had quite a monopoly. And the meat then, which was always first-class, is, I am glad to find, as well represented now, and the joints as fat and luscious as heretofore, when I dined on similar viands at the Royal Hotel. We had only one baker, Mr. Richard Milner, and as there were no breweries, he made his own yeast, and, as he turned out excellent bread, this was in great request, though he has, I hear, long since joined the silent majority.

"Old Maryborough," as it is now called, was even a place of more importance than our present city, and when it was first proclaimed a township several allotments of land, minus title deeds, changed hands at good prices, the trade being then very prosperous, and forming the nucleus of the fine business worked up by Pettigrew and Sim, at the Dundathu Sawmills. Sawing was at that period mostly confined to the crosscut in the scrub by men of the Furbur stamp. Milner, the baker, and his wife resided at first at the "Old Township," and afterwards in Maryborough. Having customers in both places, Mrs.

Milner daily delivered bread to them, nor was she deterred by the hostile appearance of about 300 naked savages, "armed to the teeth" with spears, stone hatchets, mogos and other weapons, though advised by her friends not to place herself in their power. But the loaves had to be delivered, and plucky Mrs. Milner—pistols in belt ready for use—passed safely through the heart of the savage crowd, who, awed by her daring, did not molest her. A few nights after this I was a spectator at a grand corroboree on the flat just below the rise on which Cheapside street is now situated, and at that time surrounded with dense jungle; the cause of so large a concourse of blacks being congregated so near the township was due to a visit from the Dawson and Burnett tribes, and a detachment of "myalls" from Kolan and Frazer's Island, who came to learn the newest corroborees. Generally speaking, our Maryborough and Wide Bay tribes were very quiet and harmless, quite the reverse of the cannibals on the coast. They were also quick learners of all they saw done by "whitefellow," and considered themselves "smart" when dressed in his trousers and shirt with the front side turned to the back. Some of them were excellent fellows, too, with fewer vices than virtues, healthy, and of splendid physique. I remember one aboriginal who stood fully 6ft. high, and weighed sixteen stone. He had probably been fattened up at Aldridge's or Uhr's boiling-down works; there was plenty of "tucker," and hospitality prevailed. Although I studied this curious people and learned their language and custom, I could never discover that they had a belief in a Supreme power until so taught by the whites.

Whilst shepherding at Graham's Four-mile Station I was somewhat alarmed by a terrific storm of thunder, lightning, hail, rain and wind, the velocity of the latter being recorded as eighty-nine miles an hour. It began early in the day with light rain, whilst thunder and lightning warned me shortly after noon to hurry to my hut, and I had but just got my flock of hoggets into hurdles when the storm-cloud burst, and the most terrible tempest I have ever known vented its forces; trees were torn up by the roots or snapped off like dry reeds, and all around, above and below was enveloped in a dense cloud of dust, or whirlwind. This tornado lasted all night, and I sat up and watched

till daybreak, fully expecting every moment to behold the hut lifted bodily in the air, and perhaps removed at lightning speed to the top of the ranges. Dias, my mate, appeared very frightened at this probable catastrophe, and the fierceness of the tempest appalled us both. But all was too dark—inky blackness that could almost be felt outside, the work of destruction there being only visible by the flashes of forked lightning which at intervals cast a lurid glare over the surrounding country. We were glad when morning dawned, though a scene of devastation and ruin met the eye far and near. Just below the hut was a roaring, rushing stream bearing trees and *debris* on its bosom. A huge gum tree, one of those veteran monarchs of the forest which form a prominent landmark among bush vegetation, had been stricken, and now lay riven and shivered in splinters in my hurdles. It had fallen in the night across the fold and killed about fifty sheep, the slain animals being visible among its branches. Shortly after sunrise Andrew Puller, accompanied by "Mr. Stewart," a Eurasian, overseer for Graham, rode up and gave us an outline of the sad tale of devastation by the storm. It had taken all in its way from Maryborough to Wetherton, killing sheep, cattle, and even kangaroos *en route*. No whites were injured, but eight poor blackfellows travelling were killed outright, and, judging by the lamentations of their relations, they were very much missed and deplored for months afterwards. We had fully two days' work in skinning the slain sheep, and were assisted in this operation by the "darkies" and Puller. Graham's loss was about 300 sheep. For a week after the storm every teamster travelling the Gayndah road carried a crosscut saw to clear the way, and much time was wasted in drawing off obstructions in logs and timber from the track. The width of the country traversed by the storm was about a mile and the length fully 200 miles. This incident will doubtless not be forgotten by most of the early residents of Wide Bay, aboriginal or otherwise.

It was not, however, till the municipality was proclaimed that Maryborough assumed a popularity and importance it had not hitherto attained, especially at a distance. Intending settlers who came from the other colonies were strongly warned to "beware how they risked their precious lives

among the savages of Wide Bay," and to tell the truth many a "new chum" who landed here "shivered in his shoes" at the sight of the naked aborigines, who he fully expected were waiting to eat him uncooked, without parsley fixin's. At first, I was inclined to funk, especially when on looking at the roof of a hut in which I and my mates were located, the sight of many dark faces peering down on us caused a thrill to pass through my frame. But I got over that ere long, and made many friends even with these same blackfellows, who succeeded in wheedling many a bit of "collongen" or negrohead tobacco out of me, or perhaps white feller "tixpence" to buy "tucker," for which spell "rum." Shortly after the Great Bunyah and Borah, two popular native customs, in 1857, a monster gathering of the Burnett and Wide Bay blacks took place near Six-mile Creek. The crowd, which comprised some very saucy, rowdy and treacherous "myalls" from Frazer's Island, were said to be preparing to attack the township and make a raid on the stores; but it culminated in a sort of "free" fight, and the slaughter of about ten natives. As I passed the next day, and saw the groups of sable mourners seated on the ground, my sympathies were aroused by the novelty of the scene and the grief exhibited by the females, who cast ashes on their heads, and even cut their heads and breasts with sharp pieces of glass bottles, crooning as if to keep time to their lamentations. As I observed all this, my ideas ran much on the poetic aspect of the position, and I sat on a log to rest, listening to the wailing of some of the weird hags, who much resembled the witches in *Macbeth* or a creation of Doré's.

The return of torrid weather, absence of rain, and want of feed for stock reminded me very much of the great drought from which New South Wales and the "Moreton Bay country," as this part was called, greatly suffered through the drought of 1858, when prayers were offered for rain in churches, and a day of humiliation and prayer was set apart so that all "miserable sinners," among whom were the squatters and members of Parliament, might turn from the error of their ways and repent in "'possum skins and dust," *alias* sackcloth and ashes. 'Twas indeed a terrible time, and as stock was perishing in all directions, a

fat joint was worth its weight in silver. To remedy this, stock were travelled from station to station in search of feed and water, and some flocks and herds seeking pasturage journeyed as far as New Zealand from the Burnett and Wide Bay. Still the drought in the latter was not quite as bad as on the Macintyre and Maranoa, where the stockmen were kept busy by cutting branches from young trees for the poor starving brutes in their charge, and even then whole flocks of sheep and mobs of cattle fell dead by the wayside. Such a drought had never been remembered before by the oldest inhabitants of New South Wales, or Moreton Bay either. Great indeed are the fluctuations of Nature in these colonies, sad the rain which swept over the land in those bygone times. Queensland was singularly free from floods, and it seemed reserved for modern days to bring about these visitations. Whilst in New South Wales I was shown flood marks at the tops of high trees; in Brisbane on the river similar marks were pointed out, and in the city itself even the offices on the second storey in Queen-street yet bear these relics of disaster. I could not help contemplating these signs of misfortune with saddened feelings :—

Drought! Drought! Drought!
The ruin'd settlers vex't;
O'er Moreton Bay a dire drought lay
And only dust was found one day,
But a flood came down the next.

PART III.

AROUND MARYBOROUGH.

MARYBOROUGH possesses beauty spots, easy of access, which offer strong inducements to visitors. The Wide Bay jungles teem with game, and the river with fish, so that with gun, rod, and line, those inclined find abundant sport.

When hot weather fairly sets in, there is a general desire for a seaside holiday engendered in those whose health has been impaired by unseasonable and erratic weather, and a large number of visitors from the town and district usually take up quarters at Pialba for a more or less extended stay. Numbers of private houses untenanted for months have been re-opened, and hotels had new life infused into them by arrival of guests. Vegetation is pleasantly green, and the delightfully cool breeze from the sea acts as an invigorating tonic to the invalid. Fish and oysters are plentiful, and numerous bathing places on the beach offer the luxury of a sea-bath at any state of the tide. The landlord of the Pialba Hotel, Mr. Albert Lilley, has made many additions and alterations to the premises. The place has been embellished and improved; indeed, every comfort may be obtained. Mr. H. J. Brown, of the Torquay Hotel, has also made special arrangements for visitors. The town resident can enjoy a thorough respite at this charming resort. There are places of interest in the vicinity of Pialba to visit; the beautiful drive along the Seven-mile Beach to Urangan Point, where a deep-water port will be established, with ample accommodation. Several days could be pleasantly spent in visiting the numerous homesteads and farms nestled away in the adjoining scrub, and much information gained as to the resources of the district, which only requires railway communication to enable the farmers to reach a market. The homestead of Tooth Bros. on the Mountain road, three miles from the beach, is worth a visit,

presenting as it does a perfect farm landscape, and showing evidence of careful farming. Along this road are numerous settlers making vigorous onslaughts on the scrub, and in time the ground will be smiling a harvest of good things, including sugar. One of the most interesting places is the selection of Mr. T. A. Bromley, about three miles further, consisting of fifty acres of rich chocolate soil, which this energetic gentleman has, mainly with his own hands, reclaimed from nature, and planted with all sorts of fruit trees, &c. His attention, however, has been principally devoted to the cultivation of the coffee plant, and in this he has succeeded admirably, and deserves a rich recompense for his years of toil and energy.

Remarkable to state two good hotels were offered for sale as soon as the railway line from Maryborough was commenced. The influx of visitors at our only watering place should be an incentive to property owners to continue to provide first-class accommodation for tourists. The opening of the railway is sure to bring the need of such. Rich agricultural land extends along both banks of the Mary River beyond the head of navigation, and even above Gympie. South of Maryborough is the Noosa district, famed for timber, scenery, and sport, and its large fresh water lakes, discovered by Lieutenant Bligh, named Cooroiba, Wyba, Coolala, Como, Illandra, and Cootharaba. The route to Pialba, 23 miles from Maryborough, passes through open forest of gums and other woods, intersected by belts of thick scrub, and rich agricultural land.

Fraser's Island

Is a spot worth visiting. The island was named from Captain Fraser, of the ship Stirling Castle, who was murdered there with his crew in 1838 by savages. Fraser's Island is about 70 miles long by 14 broad, and three miles at the narrowest part, the head of Platypus Bay. Breaksea Spit runs out 19 miles from the land. Vessels enter inward between Inskip and Hood Points, and, after reaching the mouth of the Mary, 28 miles, follow the river up to the township. Tincan Bay, famed for bivalves and timber, runs 13 miles into the mainland. The scenery is fine and diversified by farms and plantations, till Maryborough is reached. The Mary River has a number of native names,



QUEENSLAND ABORIGINALS.

"Mooroboocla," "Moonooboola," "Goodna," "Yahboon," "Coroon," and "Gooroomandoon," the latter meaning kangaroo ground. Sandy Cape is called "Caree," the main island "Moonbi" and "Talboor," Big Woody Island "Tooleewa" and "Unloo," Little Woody, "Gneer." The Mary River tribes are the "Mangeburra"; those of Fraser's Island, the "Doondooras." Both tribes had an evil reputation. In 1850 the aborigines of Fraser's Island were computed at 3,000; the survivors now number less than 300, and are quiet and civilized. White Cliffs is the quarantine station, but is not often in use. The State Forest Nursery, established here by the Government, has some beautiful pines, but, strange to say, Fraser's Island is generally unsuited for their growth.

The Mary River is navigable for vessels drawing 10 feet as far as Yengarie, 9 miles above Maryborough, and for vessels drawing 7 feet, 20 miles further. The northern extremity of Fraser's Island has always enjoyed notoriety for perils to navigation in that vicinity. Sandy Cape is prolonged under the sea as a long and treacherous shoal, and Break-sea Spit, in like manner, has strong and perplexing currents. The erection of a lighthouse 90 feet high at Sandy Cape has reduced dangers, and vessels occasionally double the Spit in boisterous weather rather than attempt the Wide Bay Bar. This lighthouse shows a dioptric light of the first order, visible about 30 miles. The keepers with their families are the only settled community on the island, and there is a State school attended by about 30 children. An irregular aboriginal staff attached to the establishment proves useful in landing stores and other work. These natives find abundant food on the island, which produces two or three varieties of *zamia* and *cycas*, with the *pandamus* or "bread fruit," and numerous bulbiferous edible plants, whilst the neighbouring waters swarm with mullet, oysters, crabs, and dugong, with the herbivorous *pachyderm*, peculiar to Northern Australia, which, by reason of its oil, is valued medicinally, and the meat and bacon are readily sought as delicacies by the epicure. Whales are not infrequently stranded here, and it is on record that more than one monster of 60 feet long has been captured on the coast of Hervey's Bay. Fraser's Island was for about three years the site of an aboriginal

mission under the Rev. E. Fuller, whose missionary efforts were not successful, and the mission was ultimately abandoned, its site being now pointed out at the mouth of a running stream, opposite to the Mary River Heads. Southward are the White Cliffs, a favourite excursion ground, where the sandy material of the island occurs in a more compact shape, and forms a kind of soft stone, worn by tides and currents, into a line of steep escarpments at the foot of which is excellent sea bathing. In addition to the lighthouse on Sandy Cape, there is one on Woody Island, inside Hervey's Bay, and another on Lady Elliot's Island, about 40 miles to the north-west of the Cape.

OUR RAILWAYS.

The opening of the railway from Childers to Cordalba was the occasion of an imposing public demonstration on June 1st, 1896. A special train brought the Ministerial party and many representative men on the scene, and the Hon. R. Philp, Minister for Railways, performed the ceremony. Speeches were made and promises given of future extensions. The track is thus described:—From Childers the new line has many abrupt chain curves, embankments and cuttings. It was an intensely pleasant ride for the excursionists; the weather delightful, the atmosphere clear and the colour soft, and as the train speeds on an ever-varying panorama of beautiful landscape sweeps past the vision, and everywhere present was the luxuriant green of the canefields. Now it appears in sloping hillsides, anon in expansive meadows, here fringed with a feather of pine trees, there contrasted around an island of standing scrub. Frequently the cane billows up against the cars on either hand, and then the scene is shut out as the train speeds between the converging terra-cotta coloured banks of a 20ft. or 30ft. cutting. It was a wonderful sight to many, and yet only a glimpse of the Isis sugar lands. Before the eye accustomed itself to the beauty, the sight of canefields is suddenly shut out, the train pulls up at a very new station platform, and in the midst of the surrounding shadows of a thick scrub Cordalba is reached. Cordalba is a small scrub

clearing, and contains two hotels, two stores, public hall, and station buildings. Surrounded by fine sugar-growing country, there is no doubt its prosperity will be ensured. The growth of tea, coffee, rice and other products is projected.

The Pialba Railway.

The Railway Commissioner's report of the useful branch line from Colton (Maryborough to Bundaberg railway) to Pialba says:—This branch commences at 171 miles 74 chains from Brisbane, a little beyond Colton, a former stopping place on the North Coast line, and turning to the right takes a very direct north-easterly course for about 12 miles, when it meets the main road from Maryborough to Pialba. From this point to 14 miles the same general course is preserved, but several minor bends are introduced to avoid heavy earthworks on the slopes of a high ridge running parallel to the coast, the summit of which is crossed at 13½ miles. From 14 miles the line runs alongside a road in an easterly direction for about a mile, a bend is thence made to the left and keeping in a northerly course the terminus is reached close to Hervey Bay, about the most central part of Pialba, 16 miles 47 chains from the junction. The first 11 miles of the route run through barren country; the soil thence improves, scrub lands being traversed from 12½ miles to within half a-mile of the terminus. A considerable amount of farming is carried on at Pialba, principally in the growing of sugarcane, which is certain to be very largely increased as soon as railway communication is established. The principal railway receipts will, for a time at least, be derived from the passenger traffic to and from the coast, Pialba being a favourite watering place. Owing to the broken nature of the ground on the latter portion of the line, there will be a considerable quantity of earthwork, and the expenditure for drains and culverts, in consequence of the high banks, will be comparatively large. On the first few miles of the route a good deal of bridge work will be necessary to provide for the passage of flood water on the flat country traversed. The width of formation will be 14ft., and the permanent way laid with 41¾lb. rails having 2,200 sleepers, and 1,100 cubic yards of ballast per mile. The ruling gradient is 1 in 50, although, in order to reduce the cost of construction

as much as possible, some short lengths of 1 in 40 and 1 in 44 have been used; the weight of trains will not, however, be affected thereby. Fencing will be erected only where the line runs through private property, and all road crossings will be on the level and open, being protected by cattle grids. The station at Pialba is the only one shown on the plan, but a stopping place will probably be necessary at Aarlberg (about 12 miles 30 chains), and when traffic warrants it one or two cane sidings between this point and the terminus. The minimum width of land proposed to be resumed is 1 chain, but as two-thirds of the route is through Crown lands, about 48 acres of private land only will be required; much of this is at present unimproved, and as the railway will undoubtedly increase the value of freehold property in the district, the compensation should not be great. Including a reasonable sum for compensation for land to be resumed, but exclusive of rolling stock and surveys, the cost of the branch is estimated at £43,500 (equal to £2,622 per mile), and the annual charge for interest at 4 per cent. will amount to £1,740. This line is to be constructed under the provisions of the Railways Guarantee Act of 1895, and, as far as I have been able to ascertain, the probable traffic will from the beginning be almost, if not quite, sufficient to defray the cost of working and the interest charge, the two items being equal to, say, £3,750 per annum.

Tenders for the construction of the above line of railway were opened on March 31st, 1895, from the following contractors:—Messrs. Fountain Bros., Jas. Overend, G. C. Wilcocks, Baxter and Boyd, Ahern and Patterson, Vallely and Bowser, McArdle and Thompson, Baxter and Saddler, Murphy and Hopkins, Kirk Bros. and Frew. The last mentioned were lowest at £25,144.

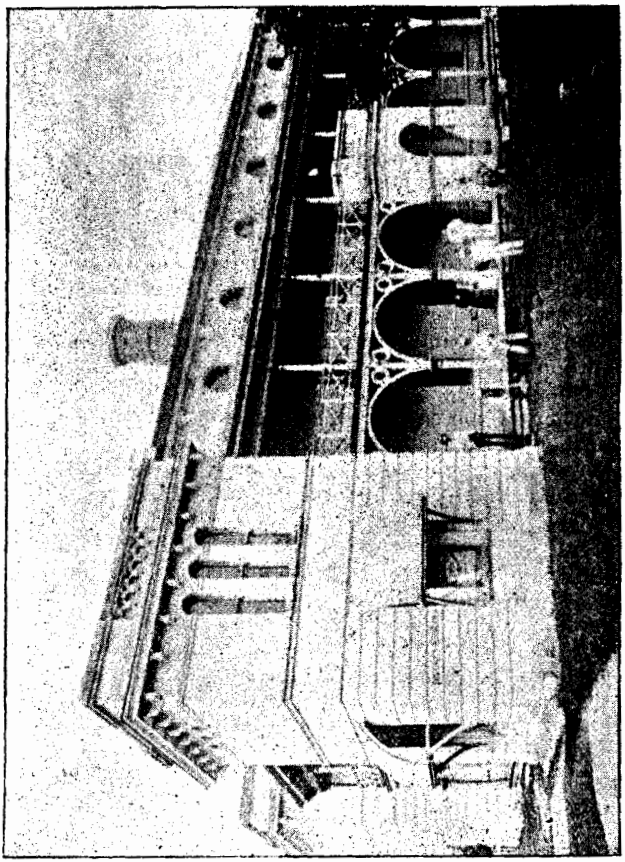
Gayndah Railway.

Report from Mr. J. Harvey, Woowoonga, dated June 18, 1896, states that he made a personal survey of the route already surveyed. Mr. Lethem, surveyor, has charge of the railway survey, and the permanent survey begins at the end of the existing railway at 45 miles 43 chains. At 46 miles 14 chains one mile Oakey Creek is crossed, where a small timber bridge will be required; at 46 miles 50 chains

the survey crosses a big gully, also necessitating a bridge. From the commencement of the survey to 47-mile peg the earthwork will not be heavy. The line up to 47 miles 56 chains runs between country which is all selected. At 47 miles 56 chains the line goes through Degilbo lease, and on to Deep Creek, which is reached at 49 miles 50 chains; over very flat country. Where the line crosses Deep Creek the country is somewhat rough, and an iron bridge will be required to reach from bank to bank, at an elevation of about perhaps 100 feet. At 50 miles 40 chains Black Gin Creek is crossed (the country between the two creeks being open undulating country, well suited, when thrown open, for agriculture), and will necessitate a lengthy bridge of iron or wood; and about here would be located the station for Mount Shamrock. From here the survey runs through some rough country, necessitating curves and cuttings till the 52-mile 2 chain peg is reached, and which is at present the end of the permanent survey, 6½ miles from the commencement. From here on trial lines have for a few miles been run, but no work of a permanent character done. The survey party shifted camp from Mount Shamrock to Didcot Creek. I believe the survey was commenced in the third week in March. From the commencement (45 miles 48 chains) to 48 miles the work was already completed, and only needed the old blaze marks being re-opened and the pegs painted; this reduces the actual survey work to about 1½ miles per month. While 36 miles to go to Gayndah, at the same rate of progress it will be July, 1898, before the survey is completed.

The construction of the two most important railway extensions in these districts, the Colton-Pialba and Charleville to Cunnamulla are rapidly progressing—the latter will be 61 miles in length and the former 17 miles. The contract for the first section was secured by Mr. G. C. Wilcocks at £67,686, and the tender for the Colton-Pialba for £25,144 by McArdle and Thompson.

Among railway excursions none better enable the traveller to "see the country" than by the line from Maryborough to Gympie and Brisbane. The distance to Gympie is 61 miles. The contract for the line was accepted in August, 1877; the work completed, and opened on August 6th, 1881. The most attractive scenery *en route* is in the neighbourhood



LANDS OFFICE, MARYBOROUGH.

of Tiaro and Mount Bopple, where the line runs nearly parallel with the Mary River, crossing it at the Antigua bridge. Level country and poor soil, timbered with bloodwood, oak, turpentine, spotted gum, and eucalyptus abound. On Yengarie Creek is the celebrated refinery about a quarter of a mile distant, near the Mary River. At Mungarr Junction a branch line goes to Gayndah, Mungarr, aboriginal for spotted gum, or, may it not have originally been "Mulgarr" (tattoo marks)—who knows? Mungarr has an hotel, sawmills and school, with an attendance of about 60 children. Tiaro, next reached, is 22 miles from Maryborough, at the head of tidal waters. John Eaton was the first settler in 1864, when the site was cut up into allotments for a township. As the road to Gympie passed directly through, things were kept lively there for years after the first rush. It is surrounded by an extensive farming and timber-getting district, and is the depôt for antimony and plumbago mines. The public school has an attendance of about 150 children. Owanyilla, once headquarters of the native police, is five miles from Tiaro on the road. Native name, "Wanya." Passing Kooringa, Bopple is reached, the mountain so named from its being the home of the frilled lizard. It was here that Davis or Duramboi lived. After Bopple, Goondiah (or good-bye) half-way to Gympie is passed. Here is a large sawmill in the midst of well-timbered country. Two miles further is Gootchie (iguana), next Kanyan and Kilkivan Junction, in the midst of hoop-pine scrub. Kilkivan lies off at about 26 miles distance, where refreshments can be obtained; thence to Gympie, the golden city. From Gympie to Landsborough and Brisbane the trip is more romantic by reason of greater diversity of scenery. The total distance is 115 miles and 28 chains, and this part of the line was opened on June 11, 1888; thus connecting Brisbane with Gympie, Maryborough, and a large extent of northern conntry. The line runs parallel with the sea-coast nearly the whole distance, and its close proximity to salt water accounts for the barren appearance of much of the land traversed. Leaving the Sandgate Junction it passes through a forest of blue and grey gums, bloodwood, ti-tree, and casuarinas to Bald Hills, where agricultural progress forms a pleasing aspect. Ridges timbered by box, ironbark, gum, stringy bark, and forest

oak appear, supervening on a long stretch of dwarf grass tree and ti-tree flats. Caboolture, on a creek of that name, is a farming district, but the town is almost hidden from view. Official guidebooks state that "it was at Caboolture Creek Mr. Geo. Raff started the first sugar plantation in the colony, and that a large timber trade is done in the locality." From Caboolture to Beerburrum are grass-tree and ti-tree flats and sandy clay ridges. Beerburrum Station is an unpretentious place in the wilderness, and among some of the most remarkable scenery in Queensland. The "Glass Mountains," as they are called, once seen will never be forgotten by lovers of romantic nature. Discovered by Captain Cook, and named by him in 1770, they form appropriate land marks for navigators. Flinders, who anchored in Moreton Bay in July, 1799, was probably the next to discover them, and they so attracted his curiosity that he went ashore with a party of seamen to explore a road to them, but meeting with hostile natives, after a somewhat serious conflict he was compelled to return without accomplishing his object. It was Flinders who named "Bribie Island" and the Pumice Stone River. The Glass Mountains vary in height from Beerburrum, 920 feet, to Coonowrin (or Crooked Neck), 1160 feet, and Beerwah, 1760 feet. Standing in forest country of bloodwood gum and ironbark, they cannot but impress the traveller with their weird majesty and commanding presence. Geologically they belong to the Upper Cretaceous formation similar to the Desert sandstone of the west, and they are in reality gigantic masses of Desert sandstone rising abruptly from a level base, each in gloomy isolation, silent and alone. A recent tourist thus describes them:—"One mighty mass of rock stands facing the railway line, cliff-fronted, savage, defiant, towering majestically into the clear blue sky, the wild rough stone face, scarred and caverned by the rains and tempests of ten thousand years. Through the tree-tops you behold transitory gleams of Beerwah's lone companions, enormous precipices forming sudden termini of ascending spurs, or vast pillars of rock and broken columns, standing there as ruined fragments surviving the merciless wreck of "gray annihilation," looking out far over the tree-tops upon the vast ocean beyond, unspeakably weird in their mournful solitude, unutterably sad in their voiceless silence. So they

stand there, as Cook saw them from off Cape Moreton 120 years ago, as Flinders saw them 91 years back, as the wild sons of the pathless woods beheld them far back in dim centuries of times buried in oblivion, and as the stars alone shall see them far hence. The wild savages of the locality have only bequeathed us their names—Beerwah, Beerburrum, Coonowrin, Toomboomboodlum, Teeborcacan, and Makateeboomalgri!"

GYMPIE,

which comprises three distinct portions, viz., Gympie proper, One Mile, and Monkland, is 56 miles south of Maryborough, and 126 miles from Brisbane. Is situated on a sharp curve of the Mary River, and is one of the most important mining towns in Queensland, and is situated in latitude 26deg. 12 min. south, and longitude 152deg. 38min. east. The name Gympie is the aboriginal term for stinging nettle tree. Like ancient Rome, it stands on seven picturesque hills, named respectively Surface, O'Connell, Commissioner, Calton, Caledonian, Palatine, and Red Hill. Its population by last census was about 10,000, with 4,000 more in the district. The municipal area is 2,500 acres. Gympie is one of the healthiest towns in the Wide Bay district and an excellent place to live in, the people being courteous, the necessaries of life cheap, whilst nearly everyone is on the *qui vive* in expectancy of new auriferous ground being opened in which fickle Fortune has too long had her golden treasure. Geologically, the "Gympie Beds" belong to the Lower Carboniferous, a metamorphosed portion of the Carbonifero-Permian, with Devonian and Serpentine merging into granite and slates. Governor Blackall visited Gympie in 1869, and Governor Normanby in April, 1875. Notwithstanding numerous improvements, Gympie remains yet a place of hills and hollows. By day the prospect of isolated hills and ranges cannot but please the visitor in search of natural history. Above the town agricultural settlement and farming extends, and the settlers generally report favourably as to crops. But Gympie, as is well-known, owes its origin entirely to gold, and on this metal and its

rich reefs the prosperity of the place depends. Rumours are afloat as to the first discoverer of gold there, but the honor is generally conceded to Nash, who in 1867, brought to Maryborough specimens he had unearthed, and awoke the people of "Sleepy Hollow," as some call it, from slumbering to life and action. The following particulars on this matter supplied by Mr. A. Meston and Mr. R. J. Denman, Crown Lands Ranger at Maryborough, who was cutting timber at Uniahma Creek, a tributary of the Mary, in September, 1867, will be read with interest :—

"His boy came into his camp and reported the arrival of a man who was enquiring the way to Widgee. Denman bade the boy tell the man to turn out his horse and partake of tea with him. The stranger under enquiry said his name was Nash, and that he had missed his way. Denman, who was an old miner, was well acquainted with Widgee, and had prospected and found likely-looking auriferous country there. As Denman could not then avail himself of this, he decided to tell Nash about it, and gave him a letter to a friend, Henry Best, at Traviston Station, with instructions to put Nash on the track for Widgee by a marked tree line. Nash agreed, if he found anything good, to share it with Denman, but after meeting with success in the gully, which bears his name, evidently forgot all about it."

Mr. Nash thus describes how he found the first gold:—

"I intended to prospect along the track as far as Maryborough, as I had done all the way from Nanango, and if I got nothing to go to Gin Gin, and if unsuccessful there to visit the Calliope. I arrived at Traviston that day, and was put on the track by Mr. Best. Crossing the creek which bears my name, I saw a likely-looking gully, with water about 15 yards of, so decided to try a prospect. The first dish went a few grains, and the second a little better. Encouraged by this I unpacked the horse and set to work; result for that afternoon about 10 dwts. By next evening I had got an ounce and five pennyweights of gold. After supper I set out for Maryborough and there sold the gold to Mr. Southerden. I returned to Nash's Creek alone, and worked there for six days, obtaining in that time 62 ounces of gold. I then went to Maryborough *en route* to Brisbane, where I arrived by steamer, and sold my gold to Flavelle

Bros. Mr. Walsh, the member, was in the shop, and, on his enquiring where the gold came from, I replied, 'up North.' I returned to Maryborough taking with me a horse and cart, and reported the find October 16, 1867."*

In the first eight years Gympie produced 545,000oz. of gold, and up to 1887 a total of 1,324,000oz. The alluvial failed in 1868, and gave way to hundreds of reefing claims. The first quartz reef, the Lady Mary, was discovered in Sailor's Gully, by Pollock and Lawrence, November 8th, 1867. Gympie newspaper enterprise is represented by the *Times* and *Miner*, both well conducted and spirited journals.

As it is well to hear various opinions on this subject, I here give those of Mr. J. J. T. Barnett, an old resident, who thus records his personal experiences :—

EARLY RECOLLECTIONS.

The First on Gympie Gold.

In the year 1865 start was made from the Mary River—near Owanyilla—by three teams of bullocks, the first being driven by the owner of all the teams, the second by a man who was termed a "whitewashed" Yankee named Mick, and a scoundrel at that. The third team was in charge of the very capable bullock "puncher" and "white" blackboy, Johnny Walker, son of an old warrior, Peter, king of Tiaro. The horses and spare bullocks were in charge of Johnny Walker's gin, Maggie, and I went to get colonial experience, and got it, too. William Casbrook Giles, the owner of the teams, once manager of Widgee Widgee Station, and later landlord of the Royal Hotel, Maryborough, had decided to take the teams to Toowoomba for sale, hence the trip undertaken. How we crawled along the track to Gutchy, where we saw old Andrew Puller with his black Maria, need not be dilated on. There we went to Curra, seeing none on the way until we met, near the latter place, the late Mr. Denman coming down the river, driving a bullock team, heavily laden with log cedar, from the heads of the Mary River. Twelve miles beyond Curra we came to very rugged country, and camped on a gully, which the

*Note.—Mr. Nash is still located at Gympie, where he has charge of the local government powder magazine. He recently contradicted Meston's and Denman's statements in the Press.

track to Traveston, we were following, crossed. Having let go the tired bullocks, Giles look towel and soap, and went to the gully to wash. He shortly returned, bringing in his hand a piece of quartz, about the size of a hen's egg, and sticking in it lumps of bright yellow metal. This metal Giles (who had been on the Victorian goldfields in the old fifties)), said was "gold, and no mistake about it." Giles said he would form a prospecting party on reaching Toowoomba, but he forgot it all, and gold then had no attractions for Stanton, Johnny Walker or myself. Fancy, reader, how often since I have thought of the night when we camped on Nash's Gully, not knowing or caring ought of the shining heavy nuggets, or glittering fine gold lying under our feet in thousands of ounces. But in those days I knew nothing of gold mining. Had it grown on trees I might have plucked it, but to dig it up like potatoes I would not. By a strange coincidence, I had another chance of making a 'pile' at the same spot after a lapse of nearly two years, but did not avail myself of it. Having slowly wended our way to Toowoomba, the teams were put up to auction by the late Mr. Robinson, but remaining unsold, Giles put them to work at Peechey and Deigan's sawmills, out at Highfields, 25 miles from Toowoomba, and left me to look after the drivers, as road manager. Giles returned by Ipswich and Brisbane to Maryborough, and Johnny Walker and his gin walked back to Maryborough. Two new drivers were engaged to drive two of the teams, while Mick Stanton remained driver of the third. The teams were all disposed of later on to Mr. Peechey. After about two years sojourning in the districts of Dalby, Roma, up the Maranoa, down to Ipswich, I heard of the Gympie rush, and hastened back to Maryborough, by Brisbane, at which latter town I met Giles, who, being indebted to me, offered me one of ten claims on Gympie which he said he and a party held. But I was not a miner, and had no wish to become one. It was far too serious an occupation for a young fellow of eighteen, as fond of roving as I had become. At this time of mature age and serious reflection, such chances would not be allowed to pass without my dipping my hands in the lucky bag. I reached Gympie about a month after it was discovered, and opened up. Fancy what a change had come over the wild forest where we had camped two years before.

Then the old man kangaroo would hop away and look with astonishment at intruders, while now all was life. The ringing of the picks in search of the precious metal, the rock, rock of many cradles, while the small clear stream of old days was now a muddy, milky ditch, many upheavals showing where search for gold had been and was being made. I found that all Giles's claims had been jumped, owing to his greed in trying to hold too much ground. Referring to a plan he had given me, I found the claim he offered me. It was being vigorously worked, and was almost exactly where we camped two years before. I was informed some time after that it gave to its owners no less than £16,000 worth of alluvial gold. Thus had I twice missed an opportunity of becoming a lucky miner. In my humble opinion William Cashrook Giles was the first white man to pick up gold on the now far-famed Gympie goldfield. The only pity is that he and his party of travellers did not benefit by his discovery."

OUR AGRICULTURAL RESOURCES

Are of wonderful extent, and it can be readily understood that if they were awarded justice the return here would be materially increased, and many articles of commerce largely imported would find a place among our exports. A reference to those paying duty to this port opens up a wide field for the speculative imagination of the farmer, and it is estimated that if there were a larger consumption of local products fully £30,000 a year would be saved.

The farmed lands of the Wide Bay and Burnett districts are showing satisfactory results, aided materially by that enthusiastic spirits that pervades the Maryborough Agricultural Society, which affords every facility for the exhibition of local products, and awards prizes and honours to successful competitors.

As the prosperity of a country depends on the stability of its foundations, so its staple industries contribute to its advancement. In and round Maryborough local prosperity is enhanced by such factors as gold and coal-mining, sugar-growing, fruit culture, farm and dairy produce, and others.

Some important industries, those on which we depended in bygone days, are much in the minority, and the timber trade, once a leading line, is now but little in evidence. Cotton-growing, another industry, once gave signs of becoming a leading product, whilst maize was also very much in demand. With all the facilities afforded by this glorious country for dairy farming, good butter, cheese, bacon, and the like are almost unobtainable. The Burnett and Wide Bay districts have been so long closely connected in interests, that what affects one cannot but affect the other. But it is to an extension of railways, especially those passing through local centres, that we look for progress. The construction of the Gayndah line is now an established fact, and when this is open, we hope for rapid strides of progress in the Wide Bay district. With all our progress, we are still in the infancy of advancement, the great storehouse of Nature's wealth still awaits the hand of the husbandman, the gold-seeker, and the agriculturist to unlock and partake.

To show some of the difficulties which beset the early pioneers in forcing their way through the vast jungles of this district, I give the following extracts from the dairy of a squatter in 1840. The party travelled across the Darling Downs, and reached the Burnett District about three weeks from starting :—

Jan. 12, 1840.—Followed cattle track; supposed to lead to watercourse; deceived in the "lay" of the country; blackfellows' marks on trees; deserted camps; no water.

Jan. 16.—Reached dense jungle on 13th; cleared our way inch by inch; scrub follows the ranges, but in consequence of precipices could not continue our course. Got clear of range after beating about three days.

Jan. 17.—Reached a watercourse, which followed, brought us to river full of rocky bars; must be the Burnett; believe we are the *first* Europeans here; black boy Bob shot some ducks; a very acceptable change from salt beef.

Jan. 18.—Small plains, more level country; scrub all round; looks like paddocks formed by nature; fine country; open across river; jungle dense our side; short of provisions; dinner, iguanas and opossums. What would my folks in London say to this?

Jan. 19 and 20.—Attacked last night by blacks; used our arms and ammunition freely, and drove off the enemy; John Williams, my right hand man, speared in side; bad wound.

Jan. 21.—Poor John's wound pains greatly; no help; weather hot; no water; short of provisions.

Jan. 22.—Williams died last night; raved for water; buried the body near the spur of a range, which I named M'Allister's Bluff; it is a tall and prominent landmark and should be easily found by those who came after us.

Thus day by day did this heroic party travel on, bearing up against hardships and suffering, and at last reaching the broad lands they sought when their stock in charge of experienced stockriders had come by an easier route, but with almost as many hardships to be encountered. Horses had been killed for food, and a blackboy of the party had been their mainstay in getting food.

I can but sing in mournful strain,
As I recall the bygone years,
Of those we ne'er shall meet again,
The lost and well lov'd pioneers.
They mark'd the track, they broke the soil,
They shar'd our mingled hopes and fears,
'Mid nights of peril, days of toil,
Those dauntless, good old pioneers!
By Mary's stream old scenes I trace,
Whilst memory brings up soul-felt tears,
For whom Time can ne'er efface,
Our dear, our brave, old pioneers!

PASTORAL.

The pastoral season of 1895-6 was, if possible, worse than its predecessors—the country in various directions being in a terrible state through want of rain; cattle and sheep dying in large numbers. The mortality in stock fortunately received a check through heavy and acceptable rains which afterwards fell all over the Burnett and Wide Bay districts.

At a Government land sale in Maryborough in April a 10-acre block at Biggenden realised £20, and 40 acres near Howard £40. People in search of a homestead or farm

need have no difficulty in securing suitable land in all parts of the Wide Bay and Burnett districts. Upset price of £1 per acre prevail. It is gratifying to find that the "tick pest" which seriously affected other districts is unknown in the Burnett and Wide Bay districts nor does phylloxera affect the grape vines as it does "down south." The Staffordshire (Eng.) Agricultural Society applied gas-lime to land infested with insect pests with good results, and exterminated wire worms, &c.

Looking over a gazetteer of stock and station holders or pastoralists, dated 1890, I was astonished to find the changes which had taken place in ownership of those in the Wide Bay and Burnett districts. Here are a few stations familiar to me in 1856:—J. T. Atherton, Miva, Burnett; Thos. Bailey, Canindah, Mt. Perry—he also owned Old Canindah, in the same district; W. Bates, Bompa, Wide Bay; R. C. Barton, Toweran; Barton Bros., Moolboolaman, Wide Bay; Bank New South Wales, Imbil, Wide Bay; Broadbent and Williams, Widgee Widgee (Walsh was there when I last visited it); Broadbent, Mondure (formerly Capt. W. O'Connell); Brown and Johnstone, Colanne, Wide Bay; T. Broom, Agnes Vale, Wide Bay; N. W. Brown, Barolin, Bundaberg; J. J. Cadell, Iderawa, Burnett; A. J. Calan, Elana, Leichhardt; H. D. Caswell, Teningering; J. Cox, Rawbelle; J. G. W. Cox, Eureka, Burnett; Arthur Dight, Yendah, Burnett; Cornwell and Ezzy, Tahiti, Wide Bay; J. Deschamps, Waroo, Gin Gin; Goldsbrough and Marden, Auburn, Gayndah; W. O. Gilchrist, Kolongo, Wide Bay; W. H. Gaden, Molangool, Wide Bay; R. Hamilton, Culrossie, Burnett; W. Hay, Tewantin; Henderson and Moore, Tantitha, Bundaberg; George Hooper, Hawkewood, Burnett; Hughes, Shand and Co., Wombah, Wide Bay; T. F. Humphrey, Mt. Debatable; F. J. Ivory, Eidsvold; E. B. Lenne, Branyan, Bundaberg; H. St. John, Ban Ban; W. J. Johnson, Waroo, Gin Gin; A. and A. Johnstone, Walla, Wide Bay; D. M. Jones, Bonara, Burnett; Joyce and Gill, Lochaber; Kelly and Mactaggart, Glenbarr, Burnett; E. Knox, Mundaburra, Gayndah; Knox and Rutledge, Cunnamulla; Knox and Stephen, Kolan; Mrs. Lawless, Boobygan, Burnett; Mant and Littleton, Gigoomgan, Wide Bay; J. B. Lloyd and Co., Maryborough and Burnett; G. H. Lloyd, Redbank; H. Missing, Gootchy;

Littlejohn and Alfred, Taabinga; M. Mellor, Gympie; A. W. Melville, Doongall; Isaac Moore, Tantitha; Moore Bros. and Baynes, Baramba; B. B. and S. Moreton, Wetheron; M'Kay and Caswell, Canindah; J. F. M'Mullen, Tarong; T. M'Ilwraith, Gin Gin; M'Kenzie and Halt, Cotherstone; Executors D. Mactaggart, Kilkivan, Yabba, Queensland National Bank; T. Province, Bannia and Roslyn, Mt. Perry; J. S. Powell, Lower Doongal; T. Powell, Traveston, Gympie; G. Sinclair, Knockbreak; Shaw and Co., Rawbelle, Shand and Buchanan, Wombah; Rutledge and Palmer, Eureka; R. B. and J. C. Ridler, Cania and Yarrol; T. Ross, Kilkivan; T. Robertson, Bingera. Such are a few of the stations which I knew in bygone days, but how few of the original owners remain! Change, change everywhere, and not always for the best. The hospitality for which stations of Wide Bay and the Burnett were once famous has long departed, the fluctuations of trade, losses, crosses and disasters are the true causes for a less lavish show of hospitality to all callers than heretofore. Leaving Gayndah, you reach Mt. Debatable, where of yore Mrs. Green had her dairy station. Dugald Graham's Wigton Station passed into H. E. Tidswell's hands, whilst Mondure—once Capt. W. O'Connell's—is now Broadbents' and the O'Connell's name is not much heard in the Burnett as of yore. When I was last at Mondure the mustering was on, and a good collection of stock had gone from Baramba, Widgee Widgee, and stations round. All passed off well, save for one accident, whereby poor Jamie Brown lost his life, being killed at the yards. He had been married but a year, and left a widow, but no family. The forlorn wife's thoughts at the sad event are here depicted in verse:—

KILLED AT THE YARDS.

Ye stockmen who come from the mustering to-day,
Have ye seen my dear Jamie returning this way?
Is he left with the cattle ye drove to the yard,
Or over the stragglers just keeping safe guard?

I wait for your answer, but none can I hear,
Your faces are pallid, your looks bespeak fear
And I wait in suspense, with a tear in my eye,
No reply greets my ears. Ah, wretched am I!

Oh tell me the truth though I know it, and guess
That you'd fain delay what will cause me distress;
I've heard your strange whispers, so end this suspense—
My "Jamie was killed at the old stockyard fence!"

Oh try not to keep me, for here I can't stay,
Last year a glad bride, and a widow to-day;
I think not of dress as I rush on my hat,
And speed swift to seek Jamie dead on the flat!

With a wound on his brow, see the poor fellow lies,
A fixed stare is seen in his large glassy eyes;
His horse neighs with joy whilst gazing around,
Near the master he loved, now dead on the ground.

His mates gather round me, and sadly regard
The corpse of their mate who lies by the yard;
Impressive the scene, as in silence and gloom
They bear my poor Jamie's remains to his tomb.

'Tis full thirty years since that direful day,
Yet the mem'ry of Jamie has not passed away;
And oft at Mondure the old stockmen relate
How Jamie just after New Year met his fate.

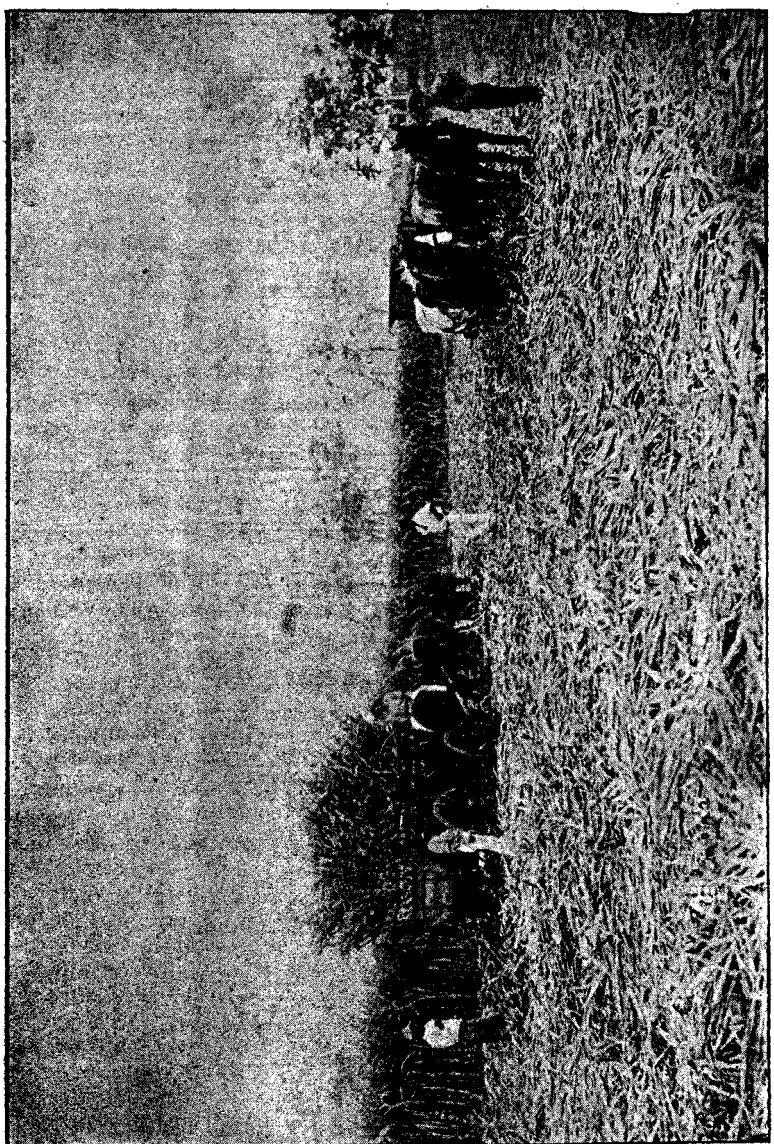
Doubtless if the records of the Wide Bay District were ransacked, there are hundreds of cases similar to that of poor Jamie, who, reckless riders after stock, met as sad a fate.

Stations and Stock Owners from 1850 to 1896—Wide Bay and Burnett Districts.

Degilbo.—First occupied by W. H. Walsh in 1847, subsequently possessed by D. and H. Perrier; next by Griffiths, Faning and Co.; then by Messrs. Single and Sly. Degilbo is situated on the creek of which it bears the name, a small tributary of the Burnett River. Distant from Gayndah 30 miles, and equi-distant between that town and Maryborough. It has always been a favourite "house of call" for travellers. As a deal of land has been thrown open for selection and occupied, the agricultural interests will be in the ascendant in the near future.

Agnes Vale, Maryborough, Wide Bay, R. B. B. Clayton; Auburn, Gayndah, Burnett, London Chartered Bank; Ban Ban, Gayndah, Burnett, Arthur Brown; Baramba, Nanango, Burnett, Moore Bros. and Baynes; Barolin, Bundaberg, Wide Bay, Barolin Land and Tram Co.; Beeabah,

Nanango, Burnett, Davenport and Hooper; Beererum, Bundaberg, Wide Bay, S. A. L. Mort and Co., Ltd.; Bingerie, Bundaberg, Wide Bay, W. B. O'Connell; Bonara, Nanango, Burnett, G. H. and D. M. Jones; Boobyjan, Gayndah, Burnett, Commercial Bank Company, Sydney; Boondoma, Gayndah, Burnett, Gilchrist, Watt and Co.; Boolgal and Eidsvold, Gayndah, Burnett, Ivory Bros.; Branyan Plantation, Bundaberg, Wide Bay, C. H. Goodwin; Burrendowan, Dalby, Wide Bay, Mercantile Bank of Sydney; Cambroon, Bundaberg, Wide Bay, P. Lillis; Cania, Gayndah, Burnett, M'Cord and Knox; Canindah. Gayndah, Burnett, Mackay and Caswell; Conandale, Gympie, Wide Bay, Bank of Australasia; Colanne, Bundaberg, Wide Bay, Brown and Johnstone; Clifton, Maryborough, Tiaro, John Eaton; Chessborough, Gayndah, Burnett, Knox and Rutledge; Coonambula, Gayndah, Burnett, Knox and McCord; Cooranga and Dykehead, Gayndah, Burnett, Scottish Australian Investment Co.; Culcraigie, Gayndah, Burnett, H. M. Hughes; Culrossie, Gayndah, Burnett, Robt. Hamilton; Curra, Gympie, Wide Bay, Elizabeth Lindley; Dalgangal, Gayndah, Burnett, Kent and Weinholt; Degilbo, Maryborough, Burnett, Kent and Weinholt; Doongal, Maryborough, Burnett, C. G. Cross; Dyngie, Maryborough, Burnett, Robt. Hamilton; Eidsvold, Gayndah, Burnett, Australian and New Zealand Mortgage Co.; Eureka, Maryborough, Burnett, Henry Palmer; Gigoomgan, Tiaro, Wide Bay, H. S. Littleton; Gin Gin, Gin Gin, Wide Bay, executors of Sir T. McIlwraith; Glenbar, Maryborough, Wide Bay, S.A.L.M. and A. Co., Ltd.; Glenbar, Glengarloon and Ellerslie, Tiaro, Wide Bay, R. W. Scougall; Grouyeah, Maryborough, Wide Bay, H. E. Aldridge; Gundiah, Maryborough, Wide Bay, Hy. Missing; Gutchy, Gundiah, Wide Bay, Hy. Missing; Hawkwood, Gayndah, Burnett, De Burgh Persse; Ideraway, Gayndah, Burnett, I. J. Cadell; Imbil, Maryborough, Wide Bay, Elworthy and Mellor; Indian Head, Maryborough, Wide Bay, H. E. Aldridge; Kandanga, Maryborough, Wide Bay, Elworthy and Mellor; Kenilworth, Maryborough, Wide Bay, P. Lillis; Kilkivan, Maryborough, Wide Bay, T. Gillespie; Kolan, Bundaberg, Wide Bay, Brown and Johnson; Kolonga, Gin Gin, Wide Bay, J. P. Lloyd & Co.; Kullogum, Maryborough, Wide Bay, Henry Palmer; Lower



CANE FIELD WOONGARRA SCRUB.

Doongal, Maryborough, Wide Bay, M. A. Price; Manumbar, 1 and 2, Gayndah, Burnett, A. Sparkes, Royal Bank of Queensland; Marianna, 1, and Burrum, Maryborough, Wide Bay, J. Cleary; Marianna, 2, Maryborough, Wide Bay, S.A.L.M. Co.; Mia Mia, Maryborough, Burnett, Broadbent and Williams; Miva, Tiaro, Wide Bay, J. T. Atherton; Molangal, Maryborough, Wide Bay, Commercial Bank; Monduran, Gin Gin, Wide Bay, Walsh and Mullett; Mondure, Gayndah, Burnett, J. Broadbent; Moolangul, Maryborough, Wide Bay, W. H. Gaden; Moolboolaman, Bundaberg, Wide Bay, A. P. Barton; Mount Debatable, Gayndah, Burnett, C. J. Humphrey; Mullara, Gladstone, Wide Bay, T. Atherton; Mungy, Mount Perry, Burnett and Wide Bay, W. Sly; Nanango, ————, Burnett, Jas. Millis; North Kenilworth, Maryborough, Wide Bay, P. Lillis; Old Canindah, Mount Perry, Burnett, Thos. Bailey; Proston, Gayndah, Burnett, J. B. Watt; Rawbelle, Gayndah, Burnett, Shaw and Co.; Redbank, Gayndah, Burnett, Henry Mort; Rosehill, Kilkivan, Wide Bay, G. A. Mœsinger; Roslyn, Mount Perry, Burnett, Thos. Province; Salt Water Creek, Maryborough, Wide Bay, J. Worthington; Sarahanna, Howard, Wide Bay, W. Brown; Stanton Harcourt, Maryborough, Wide Bay, Executors of late W. Kent; Taabinga, Nanango, Burnett, Arthur Youngman; Tagigan, Maryborough, Wide Bay, J. Dowzer, sen.; Tahiti, No. 1 (Curra), Maryborough, Wide Bay, A. B. Lindley; Tahiti, No. 2, Tiaro, Wide Bay, H. Gordon; Tahiti, No. 4, Tiaro, Wide Bay, Stringer and Anderson; Takilberan, Bundaberg, Wide Bay, Shand and Buchanan; Tantitha, Bundaberg, Wide Bay, Henderson and Moore; Taromeo, Nanango, Burnett, Walter Scott; Tarong, Nanango, Burnett, W. A. Wilson; Teebar, Tiaro, Wide Bay and Burnett, Jno. Eaton; Teewoo, Gympie, Wide Bay, J. McGill; Teningering, Mount Perry, Burnett, R. B. Briggs and Co.; Auburn, Gayndah, Burnett, S. Booth and Co.; The Ranges, Bundaberg, Wide Bay, W. B. O'Connell; Toogoon, Howard, Wide Bay, C. Wedge; Toweran, Maryborough, Wide Bay, R. C. Barton; Walla, Gin Gin, Wide Bay, G. R. and A. A. Johnston; Warrah, Maryborough, Wide Bay, Mary Bradley; Wetheron, Gayndah, Burnett, Hon. B. B. Moreton; Widge, Gympie, Burnett and Wide Bay, J. Broadbent and Co.; Wigton, Gayndah, Burnett and Wide

Bay, J. H. Fox; Wonbah, Bundaberg, Wide Bay, T. Province; Woocoo, Maryborough, Wide Bay, Hall and Ross; Woolooga, Gympie, Burnett, Patrick Lillis; Yabba, Caboolture, Burnett, Jas. Swanston; Yarrol, Mount Perry, Burnett, R. B. Ridler; Yenda, Gayndah, Burnett, Arthur Dight.

According to stock returns, 1896, none of these stations had less than 1,000 head.

STATION PROPERTY, WIDE BAY AND BURNETT DISTRICTS. HOLDERS AND PIONEER SETTLERS, FROM 1850 TO 1896.

Burrandowan.—The first station occupied in the Burnett district by H. S. Russell, and afterwards taken by Philip Friel and G. Sandeman; later on by Towns and Co.; 80 miles from Gayndah, on the head of the Boyne River; Several shepherds and hutkeepers killed here in 1855.

Boondooma.—Explored and occupied by Lawson Bros., from 1846 to 1850, when it fell into the hands of Gilchrist, Watt and Co.; situate about 80 miles from Gayndah, on the Boyne and Burnett rivers; blacks were very hostile here for some time, and several murders committed.

Cooranga.—Twenty miles from Gayndah on the Boyne River; taken up by the Messrs. Strathdee in 1848, and remained for years in their possession, and, notwithstanding hostile blacks and bad seasons, kept its name as a good station property.

Toondomananinjy.—Forty miles from Gayndah, and lies on the creek of that name; it is intersected by Cadarga Creek, which forms part of the run; first occupied in 1848 by Strathdee, and associated with their Cooranga property; it afterwards passed into the hands of J. M. Plummer, Jno. Sydney, and Travis and Co.

Mundaburra.—Discovered and occupied by H. P. Bouverie, in 1848; passed on to Perkins and Netterfield; then by Knox and McCord; situate on the Boyne and Burnett rivers; 80 miles from Gayndah.

Wigton and Erabangah.—First occupied in 1849 by Moratta and Pigott; next Dugald Graham; then Prince and Ogg; situated on the Boyne; 80 miles from Gayndah.

Boonara.—Discovered and occupied by Edward Hawkins in 1856; he left for California, where he was drowned, and his brother succeeded him at Boonara; various changes occurred during the fifties when station property fluctuated greatly. Boonara was owned by Bertholdsen, and next by the Messrs. Jones, also holders of other stations in the district; it lies about 50 miles from Nanango and Gayndah, and is situated on the creek whose name it bears; this is a tributary of the Baramba, on which in 1842 Mr. Richard Jones took up the country and stocked it freely.

Barambah.—Always held a first-class title in squatting circles, and, in the hands of Mr. R. Jones, was a successful station. It 1870, Mr. Clapperton purchased a share in it. It is situated 70 miles from Gayndah, on the Baramba Creek.

Boonbyjan.—Occupied in 1845 by the discoverers, Messrs. Lawless; after their decease it passed into the hands of Mrs. E. Lawless. It is situated on the Liffey, a tributary of the Baramba, and is about 37 miles from Gayndah.

Taabinga.—First occupied by the discoverer, C. R. Haly; afterwards representative for Gayndah in Parliament; he was associated with Mr. J. W. W. Jackson in partnership; Taabinga is on the heads of the Baramba, and on the Stuart, one of its tributaries, 95 miles from Gayndah.

Brovinia.—Discovered by Percival Stephens, 1846; subsequently occupied by P. Butters, who committed suicide; the station then passed into the hands severally of D. Coutts, Alexander Williams, Allies and Co., and Gilchrist, Watt and Co. This run is situated on Province and Cardarga creeks, 45 miles from Gayndah.

Kilkivan.—Fifteen miles east of Boonara, and 60 miles from Maryborough; was first occupied by J. D. Mactaggart, and on his death passed into the hands of his trustees. It was long a harbour for aborigines, and, in common with many other stations, the scene of many outrages; gold having been discovered at Kilkivan, a scattered population are now there.

Mondure.—First occupied in 1844 by R. Jones, who turned it over to Captain W. O'Connell, his son-in-law, who resigned it in 1860 to McEwen and Green. It is situated on Baramba Creek, about 52 miles from Gayndah.

Manumbar.—Forty miles N.E. of Boonara; first occupied in 1848 by John Mortimer, who also owned Tooncul in the same locality.

Cania and Yarrol.—On Three-Moon Creek, 85 miles from Gayndah, 67 from Mount Perry, and 22 from the great Blackall copper mine; it was first occupied by R. B. and J. C. Ridler with sheep and cattle in 1848; both are dead, and the property is in hands of trustees; gold has been found in the alluvial, and there are large deposits of copper in the vincity, probably offshoots from Mount Perry and Dawes Range. The country is very hilly and romantic, some of the cliffs there being 400 feet high; the Mount Perry weekly mail passes this station *via* Yarrol, Canindah, Milton, Dalgangle, and Krombit to Gayndah, from which it is 90 miles distant. Being abundantly clad with thick jungle, the Dawson blacks here found safe harbourage after committing outrages. In 1851 the author of this history was a shepherd on Three-Moon Creek, and eye-witness to several murders and outrages, unavenged to this day.

Rawbellé.—Discovered by Mr. Trevethan in 1848; he was a partner with Mr. Street, who was murdered at his hut by blacks March 29th, 1852; situated on the heads of the Burnett, and about 80 miles from Gayndah; the station has had several owners, namely, Berry and Holt, McLean and Beit, and the Queensland Sheep Investment Company, and Mr. McBean; vicissitudes in pastoral enterprise has thus brought about remarkable changes.

Eidsvold.—First occupied by Archer Bros. in 1842, and afterwards transferred to Ivory Bros. It is on the Burnett, 50 miles from Gayndah; gold diggings were opened here in 1890, and since continued with good results.

Redbank was taken up in 1848 as a sheep and cattle run, by Mr. John Ross and family, after which it passed into the hands of Mr. E. H. Lloyd. It is pleasantly situated on the Auburn, and is distant 70 miles from Gayndah.

Yerilla.—Occupied first by W. A. Thayne, next by Benson, Wood and Carruthers, and lastly by Gilchrist, Watt and Co. On the Auburn 65 miles from Gayndah.

Rocky Bar and Redbank.—Occupied in 1848 by Jno. Ross and family, and subsequently by R. Hamilton. Both stations are among the finest in the Burnett District.

Dykehead.—48 miles from Gayndah on the Auburn, intersected by the Taroom road. Occupied first by R. Fleming in 1848, and by Mr. Alf. Thomas 1852, and Jno. Croker in 1860. The property then passed into the hands of the Scottish Australian Investment Company, who still retain it.

Hawkwood is on the Burnett 35 miles from Gayndah. Discovered and occupied by Jno. Kinchela in 1846. Messrs. Fleming and A. Thomas were afterwards owners; they were followed by Ramsay and Jopp (the latter was drowned in the Auburn River on the run), and it did not form a very profitable investment for Mr. Hooper later on as owner.

Coonambula.—The names of the Brothers Archer, as pastoralists and pioneers, is a household word, and in 1847 they took up this property, disposing of it a few years after to Cameron, Mackenzie, Murrin and Cornish. It is now held by Messrs. Knox and M'Cord. It is on the Burnett, 12 miles from Gayndah.

Yendah.—On the Burnett, 12 miles from Gayndah. Dight and Yeomans, owners. It was first occupied in 1848 by Robert Wilkin and Elliott Brothers.

Mount Debatable.—4 miles from Gayndah on the Burnett. Occupied first in 1848 by George Mocatta, next by the Smith family, and in 1860 by Mr. Green, who committed suicide. His widow carried on a dairy station there for some time. The first hotel in this district was opened near the main road on this run by Mr. Le Breton in 1848.

Ideraway.—Taken up in 1848 by Mr. J. B. Reid, who sold to Mr. J. J. Cadell, M.P. The township was formed here, and a quantity of land sold, disposed of by Reid to Le Breton for about £180. This and the foregoing stations adjoining have long been considered fine pastoral properties. Mr. Le Breton was the father of Mr. Le Breton, late baker, of Kent street, Maryborough.

Ban Ban.—On the Barambah, 12 miles from Gayndah. Occupied in 1846 by Messrs. Herbert, and subsequently by John Edwards and St. John. Several murders committed here on shepherds in 1852.

Wetheron.—Occupied by Wm. Humphrey in 1845, and afterwards by the Hon. B. B. and S. Moreton. Lies on the Burnett River, about 12 miles below Gayndah.

Teningering (aboriginal, "bad feet")—J. and J. Landsborough were the first occupiers in 1849; they were

succeeded by Mr. Webber, who was accidentally shot dead by Mr. Mackenzie, the C.P.S. of Gayndah. The station next passed into the hands of Messrs. J. Sandeman, Livingstone, Lamont, Story, Rawson and Co., and finally to Mr. Caswell. It is distant from Gayndah 35 miles, on the Burnett.

Walla.—47 miles from Gayndah. Thompson and Barker, 1849; was retained, after the death of Thompson, by Barker.

Gin Gin (scrub).—Was taken up by the pioneers, Forster and Blaxland, in 1847; the latter was murdered the same year by blacks on the head station, and several shepherds were also killed. Forster sold the station to Messrs. Brown and Co., and abandoned pastoral pursuits.

Colanne.—Between Bundaberg and Gin Gin, 20 miles from the former, and 16 from the latter; is still the property of Messrs. A. H. and N. W. Brown and D. F. Johnston. Blacks in the early times here were very bad, and several shepherds and hutkeepers killed.

Yabba.—A famous aboriginal resort, adjacent to the Bunyah Ranges, at the head of the Mary and Brisbane rivers, 15 miles from Jimna, and 50 miles from Gympie; Brisbane, 110 miles. The scenery here is wild and grand, and some fine waterfalls in the vicinity are the admiration of tourists. It was taken up in 1850 by A. and I. Swanston, and is still held by the latter. It has good grazing country for cattle and horses. Several shepherds murdered here in 1856. The author of this work was a shepherd here in 1860, and narrowly escaped from the blacks.

Gigoomgan.—Formerly called Merodian; was first occupied by Scott Bros. in 1848, and stocked with sheep, which nearly all perished. It was next taken up by H. C. Corfield, who brought more sheep to depasture, but lost all by the depredations of the blacks. Several shepherds were murdered, and Mr. Corfield was compelled to leave in 1850, having sold the run to Leith, Hay Bros., who, in turn, sold to Anderson and Leslie, the unstocked country in 1854. It passed into the hands of Mant and Littleton in 1874, who bought it with 9,000 head of cattle. The run is drained by Munna Creek, which, after passing Miva, falls into the Mary at Gootchie. Maryborough is 40 miles distant, and Gayndah 55 miles.

Glenbar.—Occupied by Mactaggart and Kelly in 1859; next by the latter and Lacey. It lies on the River Mary, 40 miles from Maryborough, and is well watered by the river and Munna Creek, thus being a valuable pastoral property for cattle.

Taqigan.—On the head of Tinana Creek, 64 miles from Maryborough and 16 from Gympie; was taken up in 1850 by Mr. W. Hay, who transferred it to Mr. John Eaton, who sold it to Mr. Jas. Dowzer, who is still owner. The usual troubles with aboriginals occurred here.

Warra.—Taken up by Mr. Jas. Cleary in 1861, and purchased by Dr. Hamilton four years later. It passed into the hands of Mr. John Harwood in 1866. Warra is 22 miles from Maryborough, and 7 from Elliott. It is at the head of the Burrum watershed, and its carrying stock capacity is estimated at 1,000 head of cattle.

Wonbah.—Ten miles north of Mount Perry, Wide Bay district; is a cattle station, formed by George Rankin and Frank Connolly, of Gayndah, afterwards partners with D. F. Mackay. Messrs. Hughes and Shand are now interested in this property.

Marianna.—Occupied for fully 30 years by Hugh Graham, of Scotland, whose name as a pastoralist and resident of Wide Bay is a household world. Marianna was always a great harbourage for aboriginals, and their hostility was a drawback to first settlement. It was considered good grazing ground for sheep and cattle, and one of the most representative stations in the Wide Bay District, the wool from it fetching fully 1d. per lb. more than that from other stations. It is now cut up into selections and occupied by small farmers and agriculturists. The Twelve-mile Creek, now called Graham's Creek, was a favourite camping spot for teams in the early days, feed and water being there always plentiful.

The following stations and owners deserve mention, though particulars to hand are rather vague :—Barolin, A. H. Brown; Boompa, W. Bates; Canandah, Jas. Gibbons; Currah, E. Booker; Doongal, A. N. Melville; Eureka, H. Palmer; Gutchy, H. Missing, formerly owned by Hugh Graham; Imbil, C. and P. Lawless; Kolonga, Thos. Holt, and at North Traviston; Teebar, executors of John Eaton; Lower Doongal, J. S. Powell; Moolangool, Mort, Cameron

and Buchanan; Moolboolaman, A. P. Barton; Miva, J. F. Atherton; Sarahanna and Agnes Vale, Thos. Brown; Stanton Harcourt and Tahiti, executors of John Eaton; Tantitha, Isaac Moore; Toogoom, Aldridge and Slater; Toweran, R. C. Barton; Widgee Widgee, Tooth and Cran. The whole of these stations have more or less been the scenes of outrage and bloodshed, many of the murders done by the blacks being cruel and sanguinary.

In dealing with pastoral and agricultural interests, it would be regarded as a great omission were no mention made of the

WIDE BAY AND BURNETT PASTORAL AND AGRICULTURAL SOCIETY,

which was originally established in 1860. The objects are thus set forth:—"To promote the breeding of stock, the growth of agricultural produce, and to encourage attention to veterinary science, and to chemistry in its application to agriculture; to select from correspondence with kindred societies such information as may lead to practical benefit to agricultural and pastoral pursuits." A large number of subscribers were enrolled soon after its inception, and the following were the leading representatives:—President, Henry Palmer, Esq.; vice-presidents, Hon. B. B. Moreton, Jno. Eaton, Esq.; committee, Messrs. Thos. Evans, G. Mant, R. Clayton, S. J. B. Allbon, J. J. Power, M.D., A. O. Jones, W. Sly, T. Ramsay, Wm. Caring, — Farquhar, Hugh Monckton, E. Booker; treasurer, Mr. Chas. Powell; hon. secretary, S. J. B. Allbon.

It having been decided that future meetings of the association should be at Tiaro instead of Maryborough, a public meeting was held at the former, in the court-house, on August 5th, 1887, to establish a Farmers' Union for Tiaro. Mr. Henry Maslin, chairman. Mr. J. Dowzer elected secretary, and 15 members enrolled. Members' roll, August 8, 1887:—Jas. Dowzer, Thos. Lawrence, Henry Maslin, Magnus Steven, Alexander Douglas, P. C. Kenson, J. Forbes, Jas. Murray, Thos. Cornwell, George Philpott, H. J. Maslin, Joseph Topley, Neils Sorrensen, Percy Smith, J. Job, P. Biddles, Jno. Dale, J. Niliman, Edward Gilchrist, Jno. Caswell, R. W. Scougall, A.

Mackellar, A. Skinner, Jas. Philpott, Jno. McEwen, Neils Larsen. Of these it would be of interest to know how many survived.

Life Members.—Adam, C. H., Adam, S. B., Armstrong, H., Albon, S. J. B., Bartholomew, John, Bartholomew, Mrs. John, Booker, C. E. S., Booker, E., junr., Braddock, T., Barbeler, V., Blain, Norman, Blair, Mrs., Blair, James, Blair, R. J., Blair, Miss M. J., Clark, Miss Isa, Cran, Jas., Canny, W., Clayton, R. B., Corser, E. B. C., Crystall, C. H., Eaton, John, Gibson, W. L. G., Gilbert, J. H., Garde, H. C., Gray, Mrs. H. J., Gataker, C. F., Graham, John, Hockley, J. A., Hockley, R. R., Harrington, W. F., Harrington, Mrs. W. F., Harrington, Miss, Harrington, H. E., Harrington, W., Hughes, C. H., Jones, A. O., Jones, Robert, Jones, E. A., Jones, Miss A. B., Jones, G. H., Jones, Geo. E., Marsden, Jas., Monckton, H., Mahoney, Jas., Mitchell, W., Murray, Jno., Mant, Geo., Mactaggart, D., Noakes, J. E., Noakes, G. R., Noakes, E. J., Netterfield, R. W., Powell, C. R., Powell, C. H., Powell, A., Parker, H. F., Robertson, Jas., Robinson, Joseph, Southerden, W., Tooth, N. E. N., M.L.A., Wilson, Hon. A. H., M.L.C., Wilson, Mrs. A. H.

Yearly Members: Annear, J. T., M.L.A., Adam, W. A., Atherton, J. T., Alston and Co., Barker, W., Biddles, P. H., Braun, M. W., Brennan and Geraghty, Buss, F., Butler, John, Blanchard, J., Blanchard, Mrs., Bryant, F., Blissett, R. H., Brown, J. E., Braddock, Mrs. T., Booker, C. J., Browne, C. F., Bray, H. E., Creaser, R. M., Carstens, J., Commercial Bank of Sydney, Cran, R., Campbell, A., Cameron, A. W., Cooper, W., Dawson, W. and Son, Doonan, Mrs., Dickens, Mrs. T. R., Emmott, F. C., Ellwood, H. H., Fairlie, Jas., Fairlie, J. and Sons, Fevre, H. J. and Co., Finney, Isles and Co., Ford, T. S. H., Gray, Thos., Gilbert, R. G., Gesch, A., Holme, Mrs., Holme, Miss, Hatton, W., Hatton, Mrs. W., Harricks, J. H., Hart, R., Hetherington, I., Hanley, E. F., Hockley and Co., Hughes, R., Hyne, R. M., Hyde, E. A., Hunt, W., Hassall, J. C. (Colonial Mutual Insurance Company, Limited), Isis Investment Company, Jocumsen, C., Keith, W., Lewis, M. L., Littleton, Hon. H. S., Luther, Dr. E. L., Maryborough Milling Company, Maryborough Newspaper Company, Moreton, Hon. B. B.

Mycock, Wm., Mahoney, Mrs. Jas., Murray, Mrs. John, Morton, T., Mason, John, McCord, W. F., McIlwraith, Sir T., K.C.M.G., McGregor, Mrs. M., McGregor, M., McLean, P., New Zealand Insurance Company, Noakes, Mrs. J. E., Noakes, Master P., Noakes, Master B. C., Nahrung, H. M., O'Kelly, P., Ogilvie, A., Orphant, J., Palmer, H., Palmer, F. H., Perry, W., Penny, J. A. C., Queensland National Bank, Richardson, P., Rillie, John, Rabaa, C., Ross, C. J., Scougall, R. W., Steindl, L, Stuckey, Geo.. Stupart, Geo., Singer Machine Company, Taylor, H., Timbrell, Geo., Thomson, Miss, Thomson, Jas., Union Bank, Wade, Joseph, Warry, T. S., Webster and Co., White, G. A., Walker, Jas., Walkers Limited, Woodrow and Son, Wood, H. St. John, Weinberg, E. A., Wood, Jas. F., Willey, Mrs. Geo., Walker, Wm., White, F., Wilmot, A.; J. E. Noakes, president; H. A. Jones, T. E. Miller, hon. auditors; Robt. Jones, hon. treasurer; Geo. Willey, hon. secretary.

The Toolburra and Glengallan Estates on the Darling Downs, with 80 farms and 60 farms at Toolburra, ranging from 10 to 320 acres each, were opened to conditional selection in February, 1895. Toolburra land is valued at from 10s. to £4 an acre, and at Glengallan £1 10s. Agriculture is rapidly taking the place of pastoral industry everywhere, and in time, throughout the whole of the Wide Bay and Burnett District, the pastoralist will have given way to the agriculturist.

What has been done elsewhere should be a lesson for our vignerons. Mr. Searle, of Roma, finding that his grapes were more suitable for table use than wine, turned them into raisins with the result that they brought 5d. per pound in the Brisbane market, the highest price paid for imported raisins. As it appears unlikely for some time that wine of a quality to compete against importation will be made in Wide Bay, our vignerons should turn their attention to raisin manufacture. The Zante grape should be cultivated, and from its hardy nature would doubtless do well, as colonial currants usually fetch higher prices than the imported. Mr. T. Hardy, of Adelaide, has some fine crops of currants every year, and the industry in South Australia and at Melbourne has been very profitable. Muscatels and table grapes should also be cultivated by vignerons in preference to wine grapes.

ABORIGINES.

As the aborigines of Wide Bay were certainly its primitive inhabitants, their inclusion in the category of pioneer settlers is appropriate.

As aboriginal dialects vary at very short distances, the following specimens may interest :—

Wide Bay.	Burnett.
Cobra—Head	Toco—Head
Kera—Fire	We, Coyoume } Fire
Thalo—Food	Cocango, Patta } Food
Weel—Sun	Euroka—Sun
Yurong—Rain	Coon—Rain
Mille—Eye	Me—Eye

The tribes hereabouts, though differing materially, acknowledge the several representatives heads of "Bundah," "Balgoin," "Dharwoin." Throughout Australia there are probably more than 500 dialects, each distinct from the rest, though a few of the same words are met with all over the continent.

The language of the aborigines of Wide Bay, with those of other natives elsewhere over this continent, betoken one common origin; many of the same words indicating the same articles prevail in parts remote from each other. Thus "cobra," head, and "boyou," foot, used by the Wide Bay blacks, are in vogue with the Worraderrie tribes of the interior and others in Spencer's Gulf. The language of a savage is as simple as his mind, being drawn from a limited vocabulary suggesting few ideas which obtain in civilization. The aboriginal dialects of the Wide Bay and Burnett tribes are very musical, the vowels generally conspicuous in every sentence, the finals being the elongation of *o*, *a*, *e*, *i*, and *u*, as in budger*ee*, cooch*ee*, &c. Some philologers claim to have discovered Greek words in the dialects of the native races here. Thus "Euroka," the sun, is said to be a counterpart of the Greek "Eureka!"—"I have found it."

Our present race of aborigines can tell us nothing of their forefathers, and the simple and trustful "child of nature" yet believe they were, after death, converted into "white fellows," and resuscitated here. I, one day, told "Billy Barong," an intelligent black attached to Graham's Station,

that "I was formerly an aboriginal king at Chin Chin," but growing tired of my after death existence had "jumped up white fellow." "You woy!" was his reply, "bale you tell em lie. Me believe you same fellow mine know em long time ago, Maryborough, longa boiling down (Aldridge's) on river." When I enlightened him as to the truth, he would hardly believe me, and felt better pleased to accept the spurious than the real statement of facts connected with myself. It is recorded of Davis, the "Durrum Boy," that he entirely owed his safety after he associated with the Wide Bay tribes, to his resemblance to the son of an old woman, who accepted this theory of relationship and prevented his being injured by hostile members of the tribe. Bracefield, a survivor from the massacre of the crew of the Stirling Castle, when Captain Fraser was killed by the Fraser Island natives, regarded his immunity from harm to his striking resemblance to one "Wandi," an aboriginal chief, whom he was supposed to be, after having "jumped up white fellow." Billy formed a strong attachment to me, and we frequently hunted together for opossums, kangaroos and bees' nests, and as he was a smart and agile climber of the tallest trees in the scrubs, our share of saccharine and other spoils was very great. From him I learned the best part of the aboriginal dialect, and whilst he complimented me in the celerity with which I acquired the lingo, he frequently laughed right outright at my ludicrous attempts to pronounce some torturing word or sentence.

Rock Carvings.

It seems strange that so little interest has hitherto been created in the carved and painted rocks of Australia, though such real antiquities left by antediluvians are still met with in forests and many parts of the colonies. On high hills and precipitous cliffs, pictures—symbolical of the earliest beliefs of the blacks—are carved, whilst, if we remember that these rude artists had neither iron or metal tools to do the work with, and only shell, bits of quartz, obsidian or highly refractory stone axes, it will give us a faint idea of the time and patience bestowed on those compact sandstone rocks. Even the most casual observer must admit their mysterious importance as memorials of events in past ages and illustrations of the names and customs of the

aborigines of a bygone time. But the chief interest which attaches to these carvings is the way in which they connect the natives of Australasia with those of Polynesia, and in this they establish the fact that the ancient Australian races are a mixture of the Polynesian. The tribes in both localities are called by the names of different animals. They were the Black Snake, Black Duck, Eaglehawk, Black Crow, Schnapper, Sea and River Eel tribes, Kangaroos and Emu tribes, &c. One of the Black Snake Tribe could not marry a woman of his own tribe, but might marry one of the Eaglehawk Tribe, and the children of that union would belong to the mother's tribe, and re-marry into the father's tribe. Even the diet of these people was circumscribed. One of the Schnapper Tribe, for instance, could not eat a schnapper if he caught one, but was obliged to give it away, or exchange it for something else. This illustrates the value attached by the natives to tribal emblems, and among rock carvings an eel pursuing an eaglehawk, absurd as it seems, had peculiar significance, as showing that a vendetta was established between these two tribes. I am pleased to find that Mr. Curr has taken up this subject, and given us a large amount of information, but am sorry to find that he and Mr. A. Meston have allured us onward into a labyrinth of ethnology of interminable chaos and extent without clearing up the mysteries with which we are surrounded.

The Kamilroy tribes were located from the County of Cumberland, on the Hunter River northward to New England, as far as the Macintyre River, where, in the direction of Queensland, the Werriderry tribes were found. The Yallaroy, Tangil, and Kumel dialects prevail in the Burnett, and doubtless the language of the Wide Bay and sea coast blacks to the N.E. is an amalgamation of words from each of the foregoing languages.

In 1856, the Sydney Aborigines' Board gave a grant of 160 acres of land at Blackney Creek to Harry Nelson, an aboriginal.

Census returns of aborigines, Macintyre River, New England, 1870, was 1343, of which there were 400 half-castes.

For the past ten years there has been an annual decrease in full blood natives in New South Wales and Queensland.

That the aboriginals of Wide Bay are capable of being trained to become respectable and intelligent members of society is proved in the case of Beeston, of whom the *Wide Bay News* says :—"Mr. Beeston called upon us the other day, and spoke of the wrongs of his countrymen, of whom he claims to be a representative. He is also a member of the Salvation Army. His lineage is pure—purer than most people in these colonies—and in his veins runs royal blood, as blue as the Emperor of all the Russias. His people were in Australia hundreds of years before Sir Henry Parkes was born—perhaps before the Ten Tribes were scattered. In those days the Australian autochthon did not work, nor did he even after Captain Cook sailed the ocean blue. Yet he had abundance of the best and most wholesome food, the gum-scented opossum and bear, kangaroo tail, the tender bandicoot, to say nothing of ducks and dugongs, turkey and tailor fish, parrots and porcupines, bustards and barramundi, Bopple nuts and pituri. For all this, and much more, his countrymen never had to work—the land and all it contained were theirs by right divine. Now it is different. He feels vexed with Master Tozer. No work, no blanket; no food, no nothing. He says this is wrong. The white race has taken away his land, and nothing is given in return—nothing left but to starve, or beg, or steal —nothing but the grave, to which this fine race is now going fast. Beeston is a good specimen of a once free race, speaks English well, and has shaken hands with Sir Henry Norman."

"Black Campbell," who was for some years in the local native police force, was a most intelligent individual, and conversant with many languages, speaking French, German, Italian, and Gaelic. He received his education in Europe, where he was taken by Mr. Campbell, a squatter. On his return here he followed horse-breaking. He met an inglorious end through resorting to bushranging, and was shot down in the Burnett District.

The Mary River tribes are the "Mangiburra," those of the sea coast the "Doondoras;" Fraser Island blacks were called "Moonbi," or "Myall." In 1850 they probably numbered 5000; now a quarter that number is estimated.

The condition of the aborigines and the best method of ameliorating it has long created great interest and sym-

pathy in the minds of philanthropists and reformers, and it is creditable to our Government that they appointed Mr. A. Meston (who has taken much trouble to elevate the race) to the post of inspector. Mr. Meston seems thoroughly conversant with the aboriginal languages, and enjoys an exceptional confidence among the various tribes. It will be remembered that his aboriginal guard of honour, from the Wide Bay District, formed one of the features of Lord Lamington's reception in Brisbane. It is needless to add that, though His Excellency is a great linguist, the aboriginal dialect puzzled him.

The aborigines of Wide Bay were very numerous in 1850, their numbers being augmented from Fraser's Island and the sea coast tribes. The estimate of 10,000 for these districts is not far wrong, but as they have succumbed before European civilization, at present 250 will be about the number.

Rapid decrease of the aboriginal inhabitants of any country taken possession of by Europeans is the usual experience, and although in this respect there is nothing out of the ordinary in respect of the steady disappearance of the original inhabitants of Queensland, comparatively few pure-blooded blacks left in each colony is sufficient to warrant the adoption of extraordinary efforts to preserve the relics of a fast disappearing race. A good deal has been done by the Aborigines' Protection Board and the Aborigines' Protection Society, and the efforts made on behalf of the aboriginals have during the last ten years considerably ameliorated the condition of the surviving members of the different tribes of the colony. Still, the population has steadily decreased, and the heavy mortality has been due mainly to the use of intoxicating drinks. Every year since its inauguration, the board has had a census of the aboriginal population taken, and the figures are interesting reading. Returns to August, 1882, gave the population as 6540 full-blooded adults, 1546 full-blooded children, 1108 half-caste adults, 1271 half-caste children, a total of 8919, and the births during the year were 72 full-blood, and 40 half-castes. The deaths ascertained were 146, of whom 138 were full-blooded aborigines. In 1893 the returns showed: Full-blooded adults 2838, children 1144, half-caste adults 1462, children 1811, total 7255, decrease 94. The secretary

to the board reported that on the 15th October, 1894, the aboriginal population of the colony was 7702, of which 3756 were full bloods, and 3265 half bloods. The deaths amongst the full bloods during the year exceeded the births by 69, but there were 56 more births than deaths amongst the half-castes. These figures accounted for a decrease of only 13, but the disparity was attributed to the difficulty experienced in making a correct census owing to the wandering habits of the race, more especially in the remote districts and amongst the border tribes, who frequently passed into another colony. At the time the returns were collected a large number of aboriginals had left their own districts and were on the way to shearing sheds in various parts of the colony.

Collectively, the Wide Bay aborigines are a mild, inoffensive race, the less roused to avenge wrongs, when their passions become ungovernable, and they resort to treachery and bloodshed. Supposition as to their origin is but vague and untenable. Their skill in making "mogos," or stone hatchets, with stone heads or barbs in spears would indicate their associations with the bygone Stone Age. The aborigines themselves have nought to tell of the distant past, and the patriarchs of the tribes shake their heads and evade the white man's queries as to their origin or meaning of their mystic rites and barbarous ceremonies—the borah, skin cutting, Obi worship, ordeals by fire and torture—of which Europeans assume to know all, yet really have no knowledge of, are strange customs. I am quite at one with Mr. Barton in his assertion that "he has found reason to doubt the necessity for assuming that Australia derived its aboriginal population from *any other now existing region*. Why should it not be coeval with the continent itself?"

PART IV.

BIOGRAPHICAL.

PIONEERS OF WIDE BAY—OLD COLONISTS, LIVING AND DEAD.



T. ALDRIDGE, Baddow; G. A. Watson, R. Jones, Baramba; H. E. Aldridge, J. Bartholomew, Henry Palmer, R. E. Palmer; John Harwood, P.C.; Senior Constable McAdams, Geo. W. Dart, Elijah Smith, Geo. Furbur, J. G. Walker; E. H. Uhr, Boiling Down Works; W. Bryant, J. Nightingale, J. Purser, J. Dowzer, W. Keith, W. S. Roberts, G. A. Watson, Percy Ramsay, Hon. A. Cowley, Godfrey White, Geo. Sutton, Jno. Towzey, J. Williamson, W. Howard; K. Miller, Town Clerk; — Miller, bookseller; J. Thurecht, J. E. Noakes, W. H. Walsh, M.P., C. H. Buzacott, M.P., Hon. J. Douglas, M.P., J. Travis, J. M. La Barte, W. Melville, S. Moreton, Hon. B. B. Moreton, Peter John Graham, W. Powell, Gregory Family, J. D. McTaggart, R. B. Sheridan, E. S. Booker, sen., R. Hart, Wilson Hart; Hon. A. H. Wilson, M.L.C., Mrs. Blue, Mrs. Irwin and Mrs. Goodwin; W. and R. Cran, Yengarie; J. J. Cadell, Ideraway; G. Horsburgh, senr., J. Goodwin, Customs; R. M. Hyne, T. Miller, sen.; W. Howard, Isis Scrub; Gladwell and Greathead, R. W. Sims; Geo. Howard, Steam Packet Hotel; J. Linklater, Elwood, Tinana; W. Southerden, J. Southerden, J. M. La Barte, Rev. J. I. Knipe, D.D., D. Helsham, T. S. Barnett, E. B. C. Corser; J. Walker, saddler; J. Cleary, W. F. Harrington, J. McMegan, J. Jackson, J. M'Ewan, J. Sim, J. Walker, David Scott, N. E. N. Tooth, Sims and Pettigrew, J. Brennan, J. Hetherington; R. Hughes, Vulcan Foundry; Kehlett, watchmaker; Geo. Irwin, Jack Richmond, Geo. Bennett, Geo. Robertson, Musket Flat, bullock drivers; Jno. Eales, Jno. Eaton, Tebar; J. St. Ledger, J. Thackers, F. Durack, W. French.

PIONEER RESIDENTS, "OLD TOWNSHIP," 1849 TO 1852.

C.P.S. Powell, Senior-Constable McAdams, John Harwood, P.C.; J. Eaton, T. Ramsay, J. A. Bogild, S. G. Hill, S. Moreton, W. Canny, T. Rose, J. Buchanan, G. Howard, H. Stoward, R. Travis, A. W. Melville, H. Walker, J. Linklater, T. Purser, R. Lyons, R. Jones, G. W. Dart, Mrs. Harwood; Gregory family—Mesdames Blue, Goodwin, and Irwin; J. O. Neill, blacksmith; J. Macpherson, baker; C. Thompson, tailor; J. Milner (and wife), baker; A. Halloran; C. Hickson, blacksmith; W. E. Parry-Okeden, J. Cleary, J. H. G. Pountney, E. T. Aldridge, G. Surplice; Fitzroy Hotel, B. B. Moreton; S. Arnold, shoemaker; J. Scanlan, saddler; F. F. Nixon; Joseph Wilmott, farmer, left Wide Bay for Gladstone and died there in 1857; Jas. Dowzer, saddler; G. A. Watson, Geo. Furbur, Mrs. Furbur, J. Williamson, J. Hanlon; J. Martin, cabinetmaker; P. Graham, P. Byrnes, J. Ward, butchers; W. Fitzgerald, Dr. Palmer; C. Throsby, C.P.S.; Enoch Rudder, junr.; John Ward and Jas. Faning, bootmakers; Dr. O'Neill, surgeon; J. Sim, sawyer and timbergetter; Elijah Smith, Henry and R. S. Palmer, Jno. Meyers; Rev. Edward Tanner, Church of England; J. Labatt, surveyor, left about 1858, and was afterwards P.M. at Warwick, died at Brisbane 1862; Peter Piggott, J. D. Walker, Rev. Father O'Brien, Roman Catholic; E. B. Uhr and family (boiling down works).

First Circuit Court held at Fitzroy Hotel in 1860.

The first Court of Law, and first land sales held in wooden "humpy" on Ululah Creek, 1852.

The township contained about fifty huts or gunyahs, and an equal number in population, comprising chiefly sawyers, timbergetters, splitters, and rough bushmen.

Elijah Smith, still living in Maryborough, was the first undertaker, making coffins for Furbur and Williamson, killed by blacks.

The pioneers of the medical profession were Doctors Palmer, Ward, Brown, Power, Lane, Little, R. Spence, and G. Archdall.

E. B. Uhr erected first house at Ululah Water Reserve.

G. D. Stedman had first sawmills on what was afterwards called "Sawmill Flat."

The first purchasers of land at Wide Bay, in 1848, at the Government land sales, Sydney, paid 10s. per acre, and received one town and one country section. Few of the original owners of this land are living, and in many instances those having neither title or legal claim to allotments are regarded as rightful possessors.

The following data is furnished by an old colonist:—"Heavy rains and floods in the river at the old township in 1858 and 1860 did much damage, but no lives were lost. There were great inundations throughout Queensland in 1864. First shipment of timber to Sydney from Maryborough in February, 1861. New Maryborough, though formed from the scattered elements of first settlement round the "Old Township," made but small progress till 1877, when the Hon. W. H. Walsh and others exerted their influence for funds for public works, with the result that £1000 was voted by the New South Wales Government, and the court-house, lockup, and adjoining cottage built. The court-house was subsequently enlarged, and for several years the only brick building in Maryborough. With improvements and better management the aspect of primitive wildness characteristic of early settlement gave place to a more agreeable state of affairs, and these steps on the path of progress have been continued to the present time."

J. C. Bidwell,

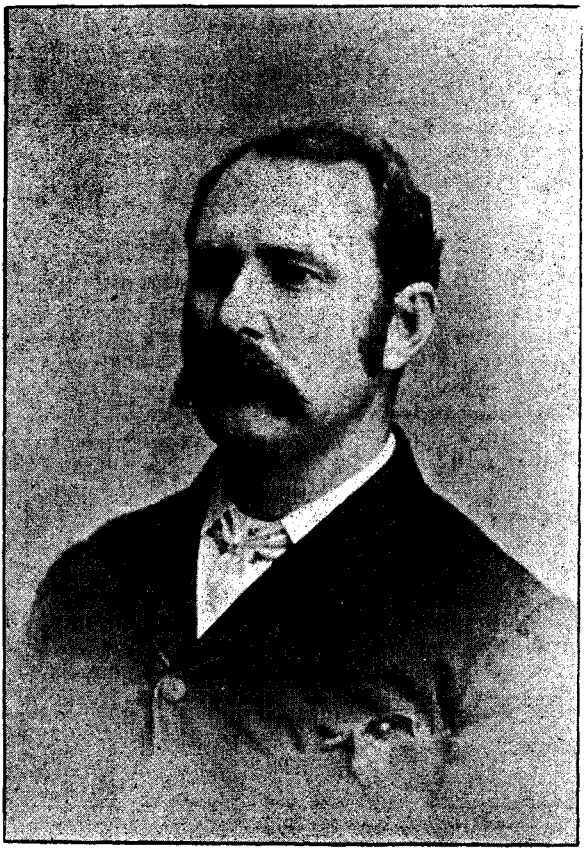
First Land Commissioner, and one of the early botanists, was appointed by New South Wales Government in 1852 to make the survey of road from the Burnett to Brisbane. Mr. Bidwell was a man of great ability and refinement, and resided at Tinana Creek, and, in company with employees, had several exciting adventures with the blacks. Geo. Dart was one of the party, and his report, as given elsewhere, is interesting, as showing what our pioneers had to encounter. Continuous attacks by blacks, losses, privations and sickness hastened Mr. Bidwell's end, and, in spite of the skill of Doctors Palmer and Brown, two local practitioners, he succumbed on March 10th, 1853. The *Auraucaria Bidwillii* or Bunya Bunya tree, was named in his honour. It originally came from Switzerland, where it attains a height of 250 feet, and though there are certain species of bunya indigenous to the Burnett District, yet the original tree has its home in Switzerland.

John Bartholomew, M.L.A.

Few men in the community of Maryborough are more interwoven with its inner life and progress than the subject of this notice. As plain "John Bartholomew," he has from boyhood been associated with it so closely as to be regarded with affectionate and kindly interest. John Bartholomew stands forth as one of our leading citizens, whilst his elevation to the Civic chair in 1893-4, and his return to Parliament at the last general election with J. T. Annear, as members for Maryborough, were matters for warm congratulation. John Bartholomew (we drop the Mister or Esquire), is one of Nature's gentlemen, ever ready with a kind word, and appropriate action for the occasion. He is a native of Glasgow, born on October 31, 1858. He left the old country as an infant with his parents about 1860, and arrived in Maryborough in that year. He has thus grown with the city, and been associated with every movement for its advancement. Though educated at the public school here, he received "finishing touches" in Sydney. He was elected Mayor in February, 1893, after the disastrous floods, and rendered efficient help to the distressed. In February, 1894, he was again elected Mayor, and it is notable that during his term of office he reduced the overdraft of the Municipal Council from £4,632 to £2,029, and he was also enabled to get the rate of insurance charged by the banks. Mr. Bartholomew has, since his return to Parliament, shown considerable activity and ability in advancing the interests of the town of which he is so prominent a member, and I feel assured, that when his term of office expires, none will have done more for the community than the man all delight to honour.

John Thomas Annear, M.L.A.

John Thomas Annear, M.L.A., for Maryborough, was born at Budock, near Penrhyn, Cornwall, on June 3rd, 1842, and arrived in Queensland in 1863. Soon after settled in Ipswich, where he resided till 1867, when he went to Maryborough with which place he has since been closely identified. As a business man, he has shown great energy, and successfully put up many public buildings in Maryborough, notably the Commercial Bank, Hanley's Stores, the Immigration Bar-

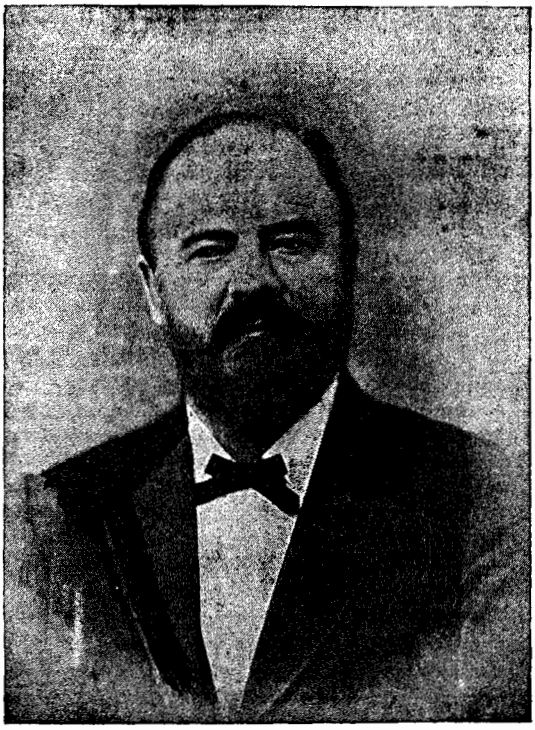


JOHN BARTHOLOMEW, M.L.A.

racks, Hockley's Stores, Lands Office, Court House and State school. Of late years, and under the style of J. T. Annear and Co., he has completed several important railway contracts, the principal being the Maryborough and Gympie line. Throughout his varied career, Mr. Annear has shown exceptional characteristics, and by energy, determination and conspicuous fairness in all his dealings, earned the respect of those who know him. Commencing almost at the lowest rung, he has worked himself into a markedly prominent social position, and, from starting as a manual labourer, has reached the Chairmanship of Committees of the Queensland Legislative Assembly, of which he has long been a useful member. Mr. Annear belongs to the Liberal progressive party; by conviction is a staunch Protectionist, and has rendered no small service to Maryborough in building up its industries. He is a member of the Perseverance Lodge, Manchester Unity, and in 1890 was Grand Master. In 1888 he visited England and the United States of America. He was married to the second daughter of the late Henry Skinnerty at Ipswich in 1867. As a "self-made man," and one risen from the people, Mr. Annear is a fine example to the rising generation of what earnestness can achieve.

Thomas Finney, M.L.A.

Founder and senior partner of the firm of Finney, Isles and Co., was born at Currakreen House, Tuam, Galway, Ireland. Educated at a school in his native town by a private tutor. He commenced business in 1856, subsequently holding the important position of buyer for the well-known Dublin firm of Todd, Burns and Co. In 1862 he arrived in Brisbane in the ship Flying Cloud, and shortly afterwards commenced business at Fortitude Valley, and from that period up to the present his name and that of his firm have been inseparably associated with the rise and progress of the capital city of Queensland. Commencing with a small establishment and a limited number of assistants, Mr. Finney found himself, after a quarter of a century, at the head of the firm of Finney, Isles and Co., one of the largest business concerns south of the Equator, employing nearly 400 hands and distributing over £30,000



THOMAS FINNEY M.L.A.

per annum in salaries and wages alone. Mr. Finney is distinguished for great force of character, no less than for the broad and liberal ideas he entertains and freely expresses. No better illustration of this could be quoted than his consistent action to the Early-closing Movement. On nights other than Saturday he has closed at 6 o'clock from the day he commenced business. After vainly endeavouring to secure the co-operation of others, he decided to inaugurate the Saturday half-holiday—a boon which his employees have memorialised by the institution of a Charity Fund, their subscriptions to which his firm subsidises pound for pound. Hardly any public or philanthropic movement has been set on foot in Brisbane with which he has not been associated; whilst he has done yeoman service as a Magistrate, Licensing Justice, Member of the Board of Waterworks, Member of the Fire Brigade Board, &c. In days gone by he was an ardent athlete, and is still a staunch supporter of manly sports and pastimes, being either patron, president, or vice-president of numerous clubs. He has at intervals paid visits to Great Britain and Europe, America, and, more recently, China and Japan, and in each of them has creditably represented Queensland. Often pressed to enter political life, he has invariably declined on the ground that his business occupied the whole of his time; but having definitely decided to stand for Toowong at the generel election of 1896, and place his abilities, energy, and high sense of honour, which have made him so deservedly respected in commercial and private life, at the service of the country, it is gratifying to find he was elected to Parliament, where his counsels and intelligence must make him a desirable acquisition.

Richard Bingham Sheridan.

One of the oldest of Queensland magistrates. Born in Ireland in 1822, arrived in Sydney, 1842. Appointed by Imperial Government to H.M. Customs, 1846, and in 1853 promoted to Brisbane. After "Separation," he was Chief Officer of Customs, Water Police Magistrate, Immigration Agent, and Harbour Master at Maryborough till 1883, when he retired on pension, and entered Parliament as representative for Maryborough. He accepted office in the Cabinet without portfolio, and at the beginning of 1886 was

appointed Postmaster-General. On seeking re-election he was opposed by Mr. Pengelly, whom he defeated by 395 votes. Mr. Sheridan has always taken a warm interest in the welfare of Maryborough, and to him is due the credit of reforming the treatment of Polynesians engaged on plantations, for which he received the commendation of His Excellency Sir W. W. Cairns and the Press. Mr. Sheridan was practically founder of the Maryborough Botanic Gardens, and during his residence here mixed in public movements such as the Volunteer Force, in which he held the rank of Lieut.-Colonel. On leaving Maryborough he was the recipient of an illuminated address and handsome dessert service. Mr. Sheridan now resides in Brisbane.

PATRICK GLINDON,

A native of Ireland, was born in 1820. Served in the 84th Regiment at Bangalore, India, and arrived in Sydney in 1854, but left in that year for Maryborough with his father-in-law, Mr. Thos. Hanlon, to fill an engagement under Mr. Henry Palmer. On leaving Mr. Palmer, Mr. Glindon entered the Maryborough Police Force, in which he proved a zealous officer for eight years of active service. On retiring he engaged in dairying and pastoral pursuits, and had teams carrying loading to and from Gayndah and the Burnett to Maryborough. He was among the arrivals at Gympie in the "first rush," and having struck good gold settled there. Thomas Hanlon died at Gympie in June, 1880, but Mr. Glindon survives him, and is hale and hearty in his 76th year. He has a large family, all born in Maryborough, where Mr. Glindon, junr., and his sister, Mrs. R. Murray, of Adelaide street, yet reside.

THOMAS MANCHESTER,

Who died of typhoid fever at Riversleigh, Bundaberg, in 1887, was born in Surrey, England, in 1850. Arrived in Queensland in 1868. First engaged at the meat works, Baffle Creek, and later on at the Eurimbla saw mills, Bustard Bay. Settled at Bundaberg in 1876, and with Messrs. Scott and Rattray, founded the Burnett saw mills. Ultimately Mr. Rattray withdrew from the partnership, and the firm became Manchester and Scott, under which name it is still successfully continued

at Bundaberg. Mr. Manchester was one of the committee of the Bundaberg School of Arts, the Progress Committee, director of the local Building Society, and director of the Land and Deposit Bank, elected J.P. in 1879. Married the eldest daughter of Mr. Jno. Walker, Union Foundry, Maryborough, who, with four children, survive him. He was but 37 years old at the time of his death, and eminently respected throughout the district.

Wm. Albert Holme.

Born 1840, died in 1884. A native of Manchester. Arrived at Moreton Bay in 1861. He came to Maryborough under engagement to the Lands Department, and held the position for two years. Went to New Zealand for a trip, but returned to Maryborough and started business as land and commission agent. He was an earnest and highly respected man, and devoted to the interests of the district.

Robt. Jones.

Born at Conway, North Wales, 1842. Arrived in Maryborough 1864, when he became assistant to Mr. W. Southerden. He afterwards started business on his own account, but in April, 1886, relinquished it for a trustee and agency business. Appointed J.P. in 1882. He has since held various offices in connection with religious, Sunday school and musical matters. Also committeeman of the State school ever since the passing of the Education Act. Trustee of the Grammar School, member of Chamber of Commerce, trustee of the public cemetery, and was for two years member of the Municipal Council, and took an active part in its reconstruction.

Wm. Keith,

A native of Glasgow, born 1841. Arrived in Sydney 1854. Employed shortly after as compositor on the *Brisbane Courier*, but left this for engagement on the *North Australian*, Ipswich. Entered into partnership with the late Thomas White, compositor, of Gayndah, to start a paper in Maryborough, the plant arriving in 1860, when the *Wide Bay and Burnett Times* was issued. After many

vicissitudes, the paper lapsed in about eight months' time. Mr. Keith's active temperament did not allow him to be idle, and he engaged with Mr. C. H. Buzacott, of the *Maryborough Chronicle*, to work at "case." In 1871 he became proprietor of the *Wide Bay and Burnett News*, which still enjoys a large circulation. Mr. Keith contested with Mr. H. Palmer in 1881 a seat in Parliament in the Liberal interest, but was defeated.

P. O'Kelly, Ferney.

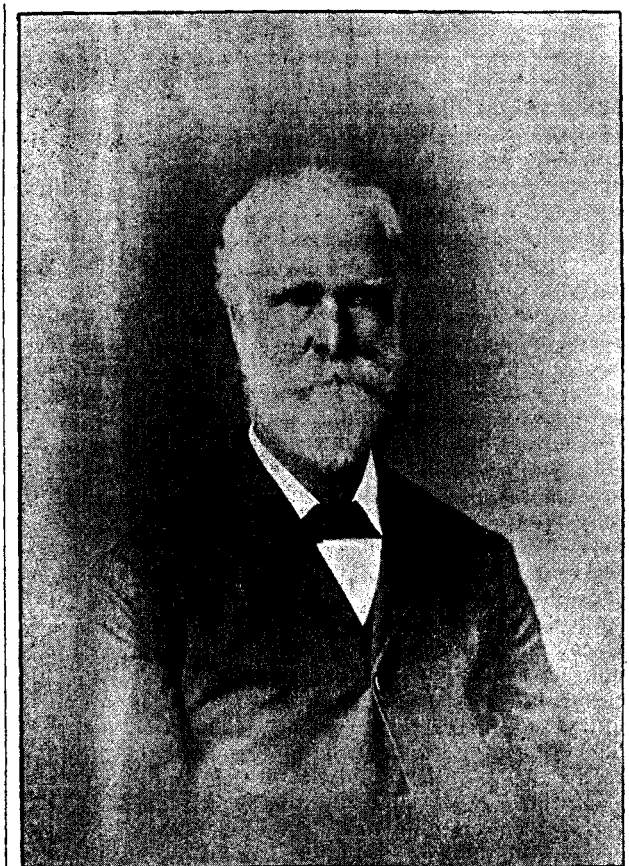
(Odd Notes on the Maryborough District).

I arrived in Queensland in the month of April, 1861, having in the first place landed in Melbourne from the ship Donald McKay.

The late Dr. O'Quinn and Dr. Cani, now Bishop of Rockhampton, and also Mr. E. O'D. MacDevitt, the Attorney-General in the Macalister Ministry, were my fellow-passengers. The City of Brisbane, my landing place, was but a poor-looking spot then. The principal streets were moss-grown, and not formed at all. Little mobs of blacks were seen with mangy dogs at every turn. The style of street architecture was of the wooden shanty pattern. The two principal hotels in Queen street were low cottage-like wooden structures with wide verandas extending over the whole footpath. The houses were shingled, and of various shapes and sizes The gentlemen went about the streets in their shirt-sleeves, and when a stranger made his appearance he was "spotted" at once, the people coming out of their little shops to gaze after him, and sometimes remarking aloud, "There goes another new chum!"

To account for my somewhat erratic career in my first few years in the colony, it will be necessary to state that after the classical education common with youths of my condition, I was 'placed' with a civil engineer, then engaged on railway work in the north of Ireland, during the three years previous to 1852.

There happened to be a railway boom on then, but it soon collapsed, and I was left on my beam ends, so to speak. I had, in the meantime, got a firm grasp of trial surveying and general railway work, as well as office experience, in making plans, calculations, and the like. My "boss,"



P. O'KELLY.

having been previously in the Ordnance Survey Department, trained his pupils in that most *accurate* system of land measuring and mapping. And as a sketch plan of the adjacent district, through which the railway was to pass, had to accompany each trial survey, the pupils became expert surveyors, as well as civil engineers.

But to resume: When I came to Brisbane it was quite plain to the meanest capacity that nothing in my line could be got; no engineering, certainly, and in the Survey Department there were far more surveyors than could get constant employment. To make matters worse, it was very difficult to get any genteel employment, and a great many fellows fit for clerical duty were quite hard up. It is true that "high jinks" went on at the two principal hotels, the Criterion and the Sovereign in Queen street, where these very fellows were in the habit of putting on great airs. As for me, I made up my mind to take the first offer of decent work short of a splitter and fencer, but just in the very nick of time I met one of the most genial and kind-hearted of men, Cecil Hugh Colquhoun by name and a surveyor by profession. He was at the Criterion, having had business at the Surveyor-General's office relative to a survey he was then engaged on, viz., the Agricultural Reserve on the Logan River. After getting fairly acquainted with this gentleman, he invited me to his camp on the Logan. It was my first start into the Australian bush, and I took to it at once. There is a free and easy air of enjoyment in bush life that is quite attractive to a person with a vigorous constitution. As soon as I understood the style of survey carried on, I could see it was plain sailing compared with all the intricacies of crooked fences and irregular boundaries in the old country.

The occupation of surveying is sufficiently intellectual to take up the attention; and the exercise of moving about amidst the forest scenery, in the health-laden air, has a cheering effect on mind and body. Being able to carry on such work in a day or two, my friend got together a second party of field hands, and we both finished the survey in a short time.

After the usual spell of hotel life in Brisbane, we were detailed to execute the survey of the agricultural reserves about Maryborough. Taking charge of the party of men

with horses and the vehicle to carry the camp furniture, I started overland for Maryborough *via* Kilcoy Station, and arrived at the "Old Township" on the 1st day of January, 1862.

The first work I did in the Maryborough district was the feature survey of the Tinana Creek from its junction with the Mary to what is now called Teddington. Mr. Davidson was the district officer in charge of the Wide Bay surveys, and he at once sanctioned the cutting up of the whole of the left bank of the creek into a double row of allotments, varying in size from 45 to 80 acres each. I liked the work, and went through it at a quick rate, so quick indeed, that my friend Colquhoun was fully occupied in preparing the plans, calculating areas, and touching everything up for the Surveyor-General's office. We had our main camp near the site of the Alpha Plantation, and during the execution of the work we saw big mobs of aboriginals who appeared to be very shy, and invariably moved away when we came on their camps.

After this work was finished and examined by the district officer, we did the survey of all the farms from Bidwell Creek, opposite "The Pocket" at Maryborough, up as far as Redbank, above Tiaro, a distance by water of fully thirty miles.

The third big survey executed by me is on the left bank of the river opposite Redbank, thence as far as Myrtle Creek, which I named, and thence along that watershed up to the head of navigation. This brings me to the month of March, 1863, when all the surveys projected by the Government were completed.

Living so much as I did in the open air and everything being new to me, I took advantage of noticing the wild animals of the bush, the state of the weather, and the nature of the climate generally. We had a big drought in 1862; no rain whatever fell from the middle of February to the 26th December following—a period of over ten months. All the waterholes, except where springs prevailed, were quite dried up. The river itself was positively salt, and small sharks were to be seen as far up as the tide reached. The course or bed of the river was in a bad state from the stench of dead cattle that came for water, but could not get up the banks again. As no settlers at all

were in this part of the district, no inconvenience from this long drought was felt, except by stockowners. The frost that prevailed in the months of June, July and August of that year was very severe, and the cold most intense. However, when the drought did break up, as it did on Boxing Day, the rain continued with but little intermission for four months. The river did not overflow its banks to any extent—it merely was in a state of constant fresh.

The survey of the Agricultural Reserve No. 2, where the best land was, being now completed for some months, it was at length thrown open for selection in April, 1863. There was such a rush for the allotments that they were mostly taken up in one day—the price being £1 per acre, paid down, and there were two rows of these allotments—a front or scrub form, and a back one, which was not counted so good as the front one, being mostly forest land; but all the same, these back farms went at the £1 per acre, too. To mark the eagerness with which these lands were watched by the public, intending selectors could be seen day by day inspecting them, and in many cases they squatted on allotments which they fancied weeks before the opening day. It became a point of honour with most others to respect this self-made preemptive right of the squatter. Colquhoun's Camp, as our place was called, was the rallying point for the swell portion of the selectors. Most of these having been intimate friends of mine, I consider myself privileged to give a short account of each.

The first was John Humphrey Greville Pountney, the well-known handicapper, who could then tell you, without consulting any authority, the winner of the Derby, or of any big race, either in Great Britain or the colonies, for the previous 100 years, and throw in the pedigrees, too, for as many years back. He was also the most reliable authority on such literary subjects as grammar, style, and the correct pronunciation of all derivative words in the English language. He knew German like a native, and was a good classic scholar. Then comes Dr. Geo. Verey, M.D., who was the friend and college chum of Pountney at Bartholomew's and London University. The third, Mr. Stone, an ex-lieutenant of the Royal Navy, just come off an exploring expedition in North Queensland under the Hon. Elphinstone Dalrymple, where the "Captain," as he was called, acted in the capacity of surveyor and scientist of the party.

The favourite was James Dodd Elwood, Esq., the descendant of a long line of Irish *gintlemen*, reaching back to the time of Bryan the Brave, the monarch of all Ireland.

Last, but not least, comes the "boss" of the whole party, the genial and versatile Colquhoun, who was the soul of good fellowship and hospitality. Born in India, he had travelled over most of that country in his boyhood and could speak Hindustani with ease and fluency. He also is conversant with several European languages. He was unrivalled as a mimic and a caricaturist. He could with a few touches of his pen hit off the facial peculiarities of his friends with inimitable humour.

All these gentlemen were bent on "farming," as they called it; and although most other matters would come in for a fair share of discussion from time to time, still farming, in its most attractive form, had the lion's share of deliberation. It was the first subject in the morning and the last at night. With some hundreds of pounds each in ready cash (and the inevitable "expectations" behind) they fully made up their minds to lead the rustic life in all its arcadian simplicity, with the almost certainty of not having to rely solely upon what they could make from farming alone. There was some excuse, perhaps, for their entering on such a precarious mode of living, but for me there was no such justification to take up the same mode of existence. I had nothing to depend on but my own exertions, and, strange as it may appear, I was allured, it must be admitted, by their example. True, I had once been at an agricultural college and studied mathematics under its professors. Whilst at this place, although not for the purpose of becoming an agriculturist, my eyes were opened by the amount of real and solid instruction imparted to its pupils. The curriculum included analytical chemistry, botany, the action of the atmosphere on soils, the relative merits of fertilisers on the various crops, with a variety of other intellectual studies.

Of course, with this store of knowledge at my finger ends, I privately looked on it as equivalent to capital, and a cockatoo farmer I became forthwith. But what astonishes me now is, how my mind became so cramped and so utterly narrowed as to think of being able to make a "rise" from such a rude and primitive beginning! Perhaps, as my occupation seemed gone, there may have been

some excuse for me. There were no more big areas thrown open for survey by the Government, and, of course, I had to do something. I had seen farming conducted upon scientific and economic principles, and therefore with a measure of success, but then the surroundings were widely different from the patches of scrub land on the Mary River. I stuck to it, however, for over six years, and just made ends meet, with a hard struggle.

After this date I began sugar-growing, and was one of the first to take advantage of the sulphate of lime process in connection with the Yengarie Refinery, and may remark that this was the turning point in my career as a tiller of the soil. This was in 1876. Having a splendid crop of sugar, I purchased a crushing mill from a neighbour who had been sugar-making, but failed. It might be considered out of place if I mentioned the amount of my net profit this year and in succeeding seasons. I will, therefore, merely state that I was agreeably pleased with the result. The fertility of my scrub land held out many years, and when it showed symptoms of exhaustion, I at once made use of my theoretical knowledge of agriculture by utilising the megass or mill refuse as a manure for the new plantings, one of the maxims in agriculture being the following:—"The best manure for a plant is the refuse of itself." But in my case the refuse was greatly improved by having been trampled down in a stockyard by a mob of cattle, until it became thoroughly decomposed and mixed with the nitrogenous compounds to be found in such a place.

I have dwelt purposely upon this latter part of the subject in the hope that those who read it may be benefited by its perusal; for the theory and correct system of agriculture—the primary industry on which all others depend—is itself a liberal education, that is of the last importance to the people at large.

But as regards the ultimate fate of the sugar industry, it is doomed to decay, if not to total extinction, unless such one-sided competition as that of the bounty-fed beet sugar is removed. The additional bounty now given by the German Government to the exporters of beet sugar from that country is bound to reduce the price of cane sugar to a figure that will cease to be remunerative.

In conclusion, let me state that in contributing this fragment to the "History of Maryborough," I make no apology for not dwelling more fully upon matters personal to myself, the somewhat private course of my life at Ferney has caused it to be of little interest to anyone. One fact, however, I would like to impress on the readers of this sketch is, that "Knowledge is power," not merely in *name, but in reality*. This maxim was fully exemplified on two occasions within my experience in this country. The first was when I came to Brisbane without friends, and with but a scant supply of cash, my *knowledge* of surveying enabled me to make an honest living at that profession, when, as pointed out above, such a thing appeared most hopeless at first sight.

This maxim was verified a second time, when my knowledge of agriculture enabled me to apply a fertilising agent to my exhausted soil, which assisted me at a minimum of cost, to carry on sugar cultivation with profit for an indefinite period.

P. O'KELLY.

Ferney, November 20th, 1896.

JOHN WALKER,

Founder of the firm known as Walkers Limited, came from Ballarat, Victoria, to establish these works in the sixties, and the business which to-day is one of the largest and most important in Queensland has in a few years risen to a large undertaking; only those directly connected with the iron trades can have any conception of the rapid growth made by the engineering industries of this colony during the last few years, and Walkers' Foundry alone affords ample evidence of progressive enterprise. The Union Works belong to a limited liability company, constituted on the co-operative principle, including amongst its shareholders some of the leading mechanics in its employ, who were purchasers of the business from the original firm of John Walker and Co., the vendors agreeing to manage the business for at least five years, and guarantee dividends for that period at the rate of 12 per cent. on paid-up capital. The annual reports of the company show that the guaranteed

dividends have not only been regularly paid during the company's existence, but a considerable reserve fund has been accumulated, thus giving ample evidence of the excellence of the management and rapid development of the manufacturing business. Mr. John Walker, the founder, has unfortunately of late been a great sufferer with his eyes and is almost blind, but he has still much energy and power. Mr. H. A. Jones, Secretary Maryborough Sugar Company, is a son-in-law.

Brennan and Geraghty.

This well-known firm began business in Maryborough in 1872 as general merchants, and were the first to indent direct from England. In addition to storekeeping they have established several industries, notably wine-making, jam, pickles and sauces. At Tinana they have a nursery of 46 acres under fruit trees—lemons, oranges, and citrons being prominent. The crops gathered annually are large and good. Their factory in town supplies the trade with orange, quinine, chili tonic, and other wines. The factory, 3 storeys high, is 110 feet long.

P. Brennan is a native of Kilkenny, Ireland, and arrived in Maryborough in the early sixties. His partner is also one of the early residents of the locality. Mr. Brennan has also been a member of the local divisional boards since their foundation, and is chairman of the Finance Board. He was elected about eight years since a member of the Maryborough Municipal Council, and is still a member of the Licensing Bench.

Martin Geraghty was born in 1836 at Galway, Ireland, where he followed the building trade. In 1863 he arrived in Maryborough, and joined Mr. Brennan in 1871 as storekeeper under the style of Brennan and Geraghty.

William Henry Walsh, M.L.A.,

Better known by the prefix of "Honourable," was a native of England, and arrived in Maryborough in 1846. He was well-known as a pioneer settler, having taken Degilbo in 1847, and Monduran a few years later. He was elected as representative for the Warrego in the first Parliament. In the early sixties he was elected M.L.A. for Maryborough, defeating at the first contest for the borough the late

Andrew Wedderburn Melville, a local storekeeper, and occupied the position of Speaker in the Legislative Assembly in 1874. He was a man of great talents, and took a leading part in all movements for the progress of Wide Bay and Burnett districts. He was a voluminous contributor to the Press, and his articles under title of the "Ghost of Ban Ban," created a great sensation in these parts. Mr. Walsh was president of the Wide Bay Farmers and Planters' Association in January, 1872, and a liberal patron of agricultural and industrial societies. He had an interest in the Burrum coal mines, and other mineral and pastoral ventures in these districts. Mr. Walsh died from accident in Brisbane in 1890, regretted by his old constituents and friends.

JOHN EATON, PIONEER,

Is a native of England and arrived at the "Old Township," Maryborough, in 1838, and took up runs in that vicinity, which were occupied prior to his arrival by Mr. John Eales, of Maitland, who was compelled to vacate the place from the hostility of the blacks. At an advanced age Mr. Eaton, who resides at Teebar, is a loving type of the good old pioneer settler, still hale and hearty, and as popular as ever.

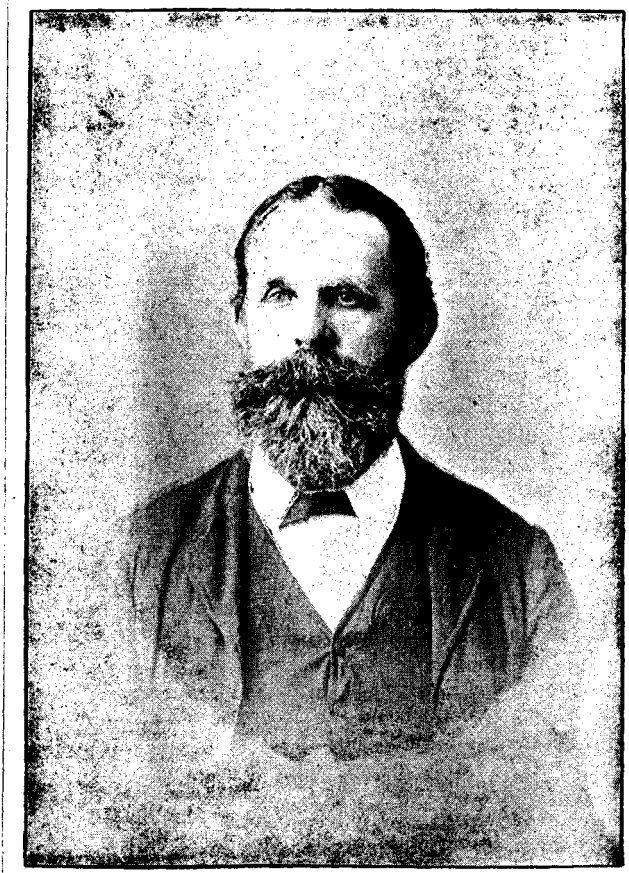
CHARLES POWERS,

Late junior member for Maryborough, is a native of North Brisbane, and was born in 1853; removed to Maryborough in 1861. Educated at the Ipswich and Brisbane grammar schools from 1868 to 1870. Articled to the late J. P. Lyons, solicitor, of Maryborough, 1871; elected alderman in 1881, and Mayor of Maryborough in 1883. Returned to Parliament as member for Burrum in 1888, and appointed Postmaster-General and Minister of Education in November, 1889. Re-elected member for Burrum in August, 1890, and continued so till 1893. Returned member for Maryborough in 1893, and elected Leader of the Opposition in Parliament. Resigned in 1896. Mr. Powers, during the whole of his parliamentary career, exhibited great legislative ability, and his retirement from the political arena was a source of regret to his friends. Mr. Powers was a staunch supporter of democratic measures, especially electoral reform. He opposed land grant railways and all

proposals to benefit a few at the expense of the many. He was called to the Bar in 1894, and is now following his profession at Bundaberg, where he is as popular as at Maryborough.

George Horsburgh.

The establishments of Messrs. Geo. Horsburgh and Co., or, more correctly speaking, Horsburgh and Co., Limited, the title of the firm having been quite recently altered, are known throughout the length and breadth of the Wide Bay and Burnett districts, as well as in the adjacent colonies, to say nothing of home and foreign countries with which they carry on business transactions. Established in 1863, in a not very pretentious form, the state of Maryborough in those early days not warranting anything of a very elaborate character, the business has continued to grow from time to time until it has reached its present large dimensions. In order to trace its early history, it is necessary to "look backward," and hie away to that favourite watering place and important shipping port in Scotland called Gourock. Here was located in days gone by the founder of the firm of George Horsburgh and Co., Limited, occupying the position of manager of the Gourock Gas Works. At this time the present manager of the firm, Mr. George Horsburgh, was but a lad, having been born in Edinburgh, known as "auld Reekie." As will readily be imagined, the removal from east to west in those remote days was in no way equal to the facilities existing at the present time when one is hurled along by rail at the rate of 60 miles an hour. The only means of transit between Glasgow and Edinburgh in Mr. Horsburgh's boyhood days was by a canal boat, the journey occupying perhaps three days. Like many others in the early sixties, the late Mr. G. Horsburgh, accompanied by his son (the present manager of the firm) and other members of his family, bid bonnie Scotland a long farewell, and came to Queensland in search of one of the many fortunes that were said to be within grasp in this sunny part of the world. The Golden Empire (appropriate name) was the vessel chosen, and, after a pleasant voyage, the Horsburgh family found themselves in Brisbane. A short stay in the metropolis sufficed, and a start was made for Maryborough in 1863 in the good old steamer Yarra Yarra. On arrival in this town an acquaint-



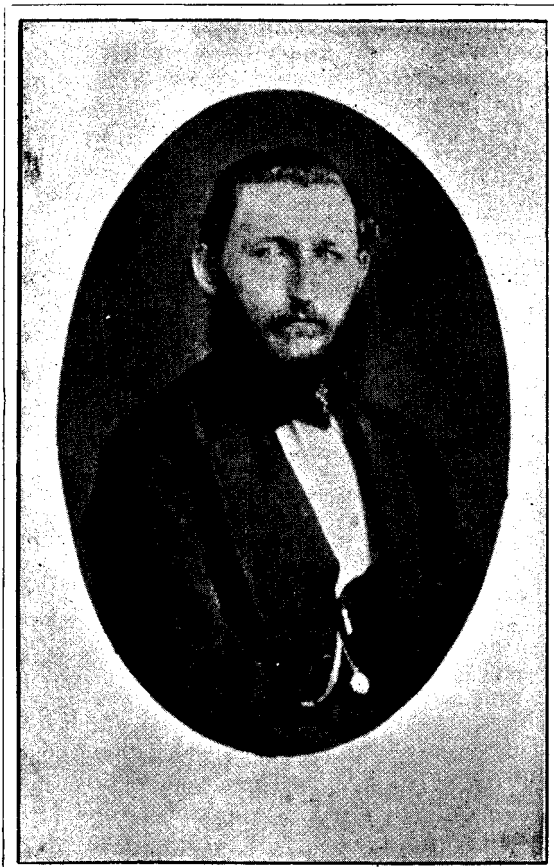
GEORGE HORSBURGH.

ance was struck up with Mr. R. B. Sheridan, then Sub-Collector of Customs, who advised the family to start business, and out of that commencement as plumbers and galvanized ironworkers has evolved the flourishing establishments of Horsburgh and Co., Limited. Incidentally, it may be mentioned that the friendship then made with Mr. Sheridan has continued and continues, and the present manager fully appreciates the many suggestions and kindly advice given to him by his old and respected friend. Mr. George Horsburgh has been connected with the business throughout the many years of its existence, and it is to his energy, perseverance, and indomitable enterprise that it owes its present position, the success attained being due to his careful watching. The progress of the town and district has been carefully observed by him, and he has as carefully expanded the business to keep pace with the advancement of the town from its mushroom-like appearance in the sixties to its present important position as one of the foremost manufacturing towns of the colony. During the year 1867, when the whole of the colony (colonies in fact) was agog about the discovery of gold at Gympie, Mr. Horsburgh with others was seized so strongly with the gold fever that, without waiting for roads or bridges to be made, he wended his way through the bush to the new Eldorado, and viewed the land which is now famous as one of the first four goldfields in the colony. Since that memorable time he has assisted to a very great extent in developing not only mines in Gympie but in other parts of the district, with varying success. He has also taken a lively interest in all matters having for their object the welfare of the town and surrounding neighbourhood, and quite lately treated himself to a well-earned respite from the worry attendant on business. During this holiday he visited the scenes of his youth, and as illustrative that our globe is not so very large after all, he met an old school companion in London occupying the position of one of that city's leading architects. Mr. Wallace; the companion alluded to, in conjunction with Mr. Horsburgh, was always to the front in boat and yacht racing on the famous Gourock Bay, and many were the reminiscences recounted by these old schoolfellows when they met after a lapse of over thirty years. During his peregrinations Mr. Horsburgh has visited Northern Queensland, the far-famed

Darling Downs, the much-talked-of Blue Mountains in New South Wales; Sydney and its wonderful harbour; Melbourne, Adelaide, Western Australia, and Tasmania. England, with its cathedrals; Ireland, the evergreen; Scotland, with its hills and heather; and sunny France with its vines and wines, are also spots on this habitable globe that have attracted his attention, but only for a while. His home in the Wide Bay District had attractions above all others for him, and after doing a considerable amount of travel, he retraced his steps, as it were, to the "Queen of the Colonies," fully convinced that it had few equals and no superiors. Among the many incidents in Mr. Horsburgh's life none is of more importance than the fact that he was one of the first to travel on the first railway line in Queensland, and that before fares were exacted, being the guest of the late Sir Arthur Macalister, then Premier of the colony, and an enthusiastic member of the Brisbane Caledonian Association. Mr. Horsburgh had been on a visit to Brisbane, and was invited to a picnic as far as Ipswich, by steamer. That town being reached, the Premier invited his guests to take a run along the railway line being then constructed between Ipswich and Toowoomba, but not then opened for traffic—hence Mr. Horsburgh's trip on the first railway line in Queensland. Mr. Horsburgh received his education at the Highlanders' Academy in Greenock, and has made excellent use of the knowledge then acquired. Some twenty-five years ago he sought and won the hand of one of nature's noblest works in the daughter of the late Mr. James Bartholomew, one of Queensland's pioneers in the timber industry, and a member of the firm of Messrs. Wilson, Hart and Co. Needless to say, she has been an excellent helpmate, and has assisted materially in her own sphere in making the hours pass pleasantly after the worry and toil of the day.

Marcus Boge,

Native of Schleswig-Holstein. Was born in 1851. His early life was devoted to farming. On arrival in Maryborough he became partner with Mr. E. Scott, of Ellena street. He next engaged in sugar planting at Cetchell's Falls, on the Mary River, where he purchased a farm and erected a mill at the Aurora Plantation, which name it



MARCUS BOGE.

bears to this day. This being sold to Mr. Hall, Mr. Boge helped to establish the Tiaro Sawmills; also speculated largely in mining at Gympie, Gebangle, Eidsvold and other localities, some only being successful. Mr. Boge was appointed a Justice of the Peace in 1879, and has held many important offices, notably president, vice-president and committeeman in the old Liberal Association, Oddfellows, Alliance, and first Pastoral Association. He also imported the sugar-cane known as the "Creole," and secured first and special prizes for it at local shows. He was a prominent promoter of the Sunbury State school, Gayndah road, a great boon to the residents. Mr. Boge is a leading member of the cordwainer fraternity, and is still carrying on business as boot manufacturer and importer in Adelaide street. His genial manners have made him a favourite, and he is one of the best known and popular men in the community, and actuated with a spirit of progress which others might emulate.

Miss Janet Melville,

Daughter of the late Mr. A. W. Melville (Melville and Travis), was much esteemed for her many virtues and disinterestedness in the distribution to charities of money imparted by her father. She bequeathed large sums to the Grammar Schools, Hospital, and Presbyterian Church, of which she had long been an active member. The Maryborough School of Arts also participated in her bequests to the amount of £500, and a neat marble tablet in memory of this estimable lady has the following inscription :—

In graceful remembrance of
Miss Janet Melville,
For her munificent bequest of £500
towards founding a Museum
in connection with the institution
1888.

George W. Dart

Arrived at the Maryborough Old Township by the schooner Liberty, Captain Johnson, in August, 1850, the vessel being brought up from the Bay by the aborigines, who often did good service as pilots. The voyage from Sydney took three weeks. His shipmates were Samuel

Henry Arnold, wife and daughters, and two servant girls engaged by Mrs. Uhr. Both soon married—one to James Fanning, a bootmaker, by whom she was killed; the other to Charles Hickson, a blacksmith. Mr. Dart, though advancing in years, has a vivid recollection of the early days, and is regarded as an authority on pioneer settlement. He has contributed several sketches of his experiences to the Press. He remembers the wrecks of the schooners Liberty and Effort in Hervey's Bay, when young Constable McAdams, several prisoners, and Samuel Arnold were drowned. He has a vivid recollection of the Old Township in those primitive days, when it had neither school nor church, the scattered population consisting of more blacks than whites, and large camps of the latter occupied the site of the present botanical gardens, where Mr. E. Uhr had a boiling-down, with Messrs. Cameron and Millet as managers. Here great fights took place between the Maryborough and coastal tribes, or else the Gayndah and Dawson blacks were their opponents, as many as 2000 being engaged in warfare where the present city of Maryborough is situated. Mr. Dart was also at Merodian Station (Scott Bros.), where there was much fighting with blacks, who, hundreds strong, had driven off 2500 sheep to Tinana Creek, then their great stronghold. George and a strong party of whites from the Old Township pursued them, but as the latter burnt the grass *en route* their tracks were invisible and the sheep never recovered. Mr. Dart was also employed with Mr. J. C. Bidwell, New South Wales Government Surveyor, then making a marked tree-line from the Burnett, by which many miles would be saved in taking prisoners to Brisbane. The old route went *via* Gigoomgan, Boobygan, Baramba, Nanango, Warrango, &c. Mr. Bidwell's starting-point was from White and McGregor's farms, keeping the watershed of Tinana Creek for 45 miles, when he crossed a ridge to the main range, dividing the waters of the Mary River and Tinana, but after following the ranges he returned to the Mary River, his marked tree-line going through the heart of the present Gympie here. Mr. Bidwell was forced to erect a temporary bridge on the Brisbane side, and whilst that work was in progress Mr. Bidwell and an old soldier named Walker, once cook for Henry Palmer, found gold, but this was kept secret, and it is only the assertion that Nash was

the first discoverer of the precious metal at Gympie. That has roused Mr. Dart to forward the following letter to the Press :—

"I notice lately there has been some ink used in reference "to the first person or parties that found gold in Gympie, "or its locality. To give the public the true facts, I wish "to narrate a few substantial facts, and I challenge the "whole population of Queensland to deny the same, viz. :— "The first gold discovered in Gympie was found by Mr. J. "C. Bidwell (1852), the first Commissioner of Crown Lands "for the Wide Bay and Burnett districts. Mr. Bidwell had "instructions from the New South Wales Government to "make a mark-tree line from Maryborough to Brisbane (the "shortest route he could make), so he commenced his mark-"tree line between Mr. M'Gregor and Mr. White's farms, "and from thence in a straight line towards Tahiti, leaving "Tiaro about four miles on the right hand side of the said "mark-tree line. Following on the watershed of Tinana— "leaving Neardie Station about one mile on the left of the "said mark-tree line, and a few miles from Neardie—he "followed up a spur to the main range that divides the "Tinana waters from the Mary River watershed, and he "continued his mark-tree line right into Gympie ; and it "was while he was delayed in Gympie, making a temporary "bridge over a creek there, he found gold ; Bidwell's mark-"tree line went straight through Gympie. I might "mention I saw the gold myself, for Mr. Bidwell was in "the habit of showing the gold to many of his friends "from the country, when they stayed there for dinner. Mr. "Bidwell also found gold at Glastonbury, and reported the "same to the New South Wales Government. Mr. John "Eaton, Mr. Walter Hay, and others can confirm my "statements that Mr. Bidwell's mark-tree line, afterwards "called Buchanan mark-tree line, from the fact that Mr. "Bidwell took ill after being eighteen days in a scrub with "nothing to eat but roots, and Mr. Buchanan, late surveyor, "was called upon by the New South Wales Government to "finish the line to Durundur.—G. W. DART."

Much more might be said of Mr. Dart's early adventures, and hairbreadth escapes from the blacks and exciting station life. He still resides at Maryborough where his wife and family reside. From the day he joined Charlie

Mason at Baramba Station to look after stock to the present time he has been interested in cattle and sheep, and a butcher pure and simple, and, though not always successful, he has pulled through difficulties and trials which would have daunted men of less energy.

HON. JOHN DOUGLAS

Was Postmaster-General in the Lilley Ministry, accepted the appointment of Agent-General for Immigration, but was compelled to resign through the hostile attitude of the Palmer Ministry which succeeded the Lilley Administration in 1871. Mr. Douglas's resignation was followed by his return to the colony, and he was returned as member for Maryborough in April, 1875. In June, 1876, he took office as Minister for Lands in the Thorn Ministry, but in March, the following year, formed the Douglas Ministry, and retained office till January, 1879. Whilst in office, he was re-elected in November, 1878, member for Maryborough. He ultimately accepted the position of Government Resident at Thursday Island.

JOHN EALES,

Of Maitland, Hunter River, New South Wales, may claim the title of "pioneer," as he in 1847 depastured flocks and herds near the "old township" for several months. He had runs at Gigoomgan and Owanyilla, where the police camp was established by Bligh, Walker, Morrisett, Uhr, and other native police, who tried to convince him that he had little to fear. The settlers were therefore lulled into a false security, and only awoke to danger when innocent life was sacrificed to treacherous savages. Mr. Eales also held pastoral property at Tiaro, and doubtless would have continued to hold it but for the frequent murders of his shepherds and hutkeepers, and the driving off of the flocks to the scrub, where they formed food for aborigines in a wild saturnalia, when the tribes gathered for corroborees from near and far. He fortunately escaped with his life, and returned to the Hunter River in 1851. After his departure there were many new settlers, notably Atticus Tooth and others, who were succeeded by Mr. John Eaton, the only one who gained a strong foothold here. During his occupancy, Tiaro became a first-class station, and

continued so till 1864, when it fell into the hands of the surveyors and was cut up into township allotments. At the first auction sale, Aldridge, Eaton, Inman, Cooper, and Markham attended and purchased largely, but there was no progress till about three years afterwards, when Gympie gold set people moving, and the township forged ahead. W. J. Inman, on the advent of the Gympie diggings and influx of travellers, turned the old station into an hotel—regarded as a first-class place of resort until Messrs. Job and Trail erected the Victoria Hotel on the line of road west of the Lagoons, and from this point the main street was formed by the erection of shanties and houses of a rough-and-ready style. The formation of the town was thus:—A saddler pitched his tent among the trees; next, a blacksmith and wheelwright rigged up humpies; a shoemaker and enterprising storekeeper followed, and undertook the duties of postmaster. Rival "pubs." arose; a Government school and schoolmaster were provided; pound and lockup were erected as necessary adjuncts, whilst a large cemetery was reserved. This was of an extent unlikely to be filled for centuries. A large building to hold public meetings became a want, and the Protestant Hall was erected. An Orange Lodge was also inaugurated, and a School of Arts established. After this, Tiaro began to meet with fair representation in the correspondents' column of the Maryborough Press.

J. D. Mactaggart

Was born at Campbelltown, Argyleshire, Scotland, November 11, 1823, and died at Kilkivan January 16, 1871, aged 48. He was of military bearing and one of the early pioneers of the Wide Bay District, and much respected for his straightforward principles. The name of Mactaggart will long be remembered in connection with the wool and cattle interests of this district, and it is regretted that so little reliable information can now be obtained as to his career. Messrs. Mactaggart Bros., of Brisbane, are his nephews and executors. After his decease Mrs. Mactaggart married a Mr. Rose, and has now joined the silent majority.

Charles Hardie Buzacott, M.L.C.

Born in 1835 at Torrington, Devonshire, where he was educated. Arrived in Sydney in 1852, where he acquired a



J. D. MACTAGGART.

knowledge of the printing business and journalism, and in October, 1860, came to Maryborough, Queensland, and established the *Chronicle*. In 1864 he started the *Peak Downs Telegram*, and six years later purchased the *Rockhampton Bulletin*, bringing out a weekly edition of the paper as the *Capricornian* in 1875. Entered Parliament as member for Rockhampton in 1873, but resigned at the close of the session. In 1875 he was again elected, and in 1879 was appointed Postmaster-General under the McIlwraith Government with a seat in the Upper House. Whilst in responsible office he originated, among other useful measures, the Divisional Boards and Local Works Loan Acts, and secured consent of his colleagues to direct mail communication between London and Brisbane, which eventuated in the establishment of the B.I. Torres Straits Mail Service. He also carried through the Postal Card Act, and introduced the telephone to Queensland. Resigned his seat in Parliament in 1880, but in 1882, at the request of the Mayor of Brisbane, drafted the Tramway Bill, which was carried through Parliament as a Government measure. He was the originator and chairman of the Brisbane Tramway Company in 1886. On behalf of the Brisbane Newspaper Company, of which he held one-third interest, in July, 1884, he purchased the site of the *Courier* Building for £40,000 cash, and spent a large amount in the erection of the magnificent structure in which are now published the *Courier*, *Observer* and *Queenslander* newspapers. Mr. Buzacott married, in 1859, the daughter of the Rev. Geo. Whiteford, of Sydney, and has a family of four sons and daughters surviving. Though Mr. Buzacott now seldom visits Maryborough as heretofore, he still maintains interest in the progress of the city and its surroundings.

Rev. Canon Eva

Was educated at King's College, London, where he became an A.K.C., in 1871; ordained Deacon at Chester Cathedral, June 4, 1871, by the late Dr. Jacobson, Bishop of Chester, and a Priest in 1873. His only curacy was at Christ Church, Great Homer Street, Liverpool, under the well-known missioner, Rev. W. H. M. H. Aitken, M.A. The Revs. Canon Honeyburne, M.A., and Dr. Weitbrecht, Ph.D., were his fellow curates. Leaving England in 1874,



REV. CANON EVA.

Canon Eva was sent to Sydney to do pioneer work in North Queensland, and became Rector of Cooktown in 1875, where he built a church and rectory, and organised the most northerly parish in Australia. In 1878 he became Incumbent of Prospect and Seven Hills, where he was privileged to build a brick church, opened by Bishop Barker in October, 1880. He was also at Blacktown, near Parramatta. He arrived in Maryborough in 1881 as Rector of St. Paul's Church; appointed Rural Dean in 1886, and Hon. Canon of St. John's Cathedral, Brisbane, in 1892. Apart from his ministerial position, Canon Eva is largely respected by all classes of society, and his kindly ministrations and liberal views have exalted him greatly in the estimation of the community. He is patron of all that is pure and elevating.

DR. J. HUGH HARRICKS,

M.R.C.S., England, Lic. K. and Q. Coll. Physicians, Ireland, was a native of Liverpool, England, and a popular and experienced medical practitioner, whose sudden death from syncope on the night of July 13, 1896, was a source of universal regret. He was Hon. Surgeon of the Maryborough Hospital. Dr. Harricks arrived in this city by the Southern Belle, which was wrecked in Keppel Bay in 1874, and he went from here to Clermont and Mackay. He was first resident surgeon of the Maryborough Hospital about 18 years ago, and when on a trip to the old country, Dr. Sugden filled his place. He took great interest in military matters and was the first captain of the C Company in 1885, but latterly was on the retired list. He took great interest in the ambulance movement, on which he delivered several lectures under the title of "First Aid" at the School of Arts. He left a widow and family—one son in the Union Bank—and his remains were interred with military honours, members of the local Defence Force, Naval Brigade, Foresters, and P. A. Society attending.

REV. JOSEPH IRVINE KNIPE, D.D.,

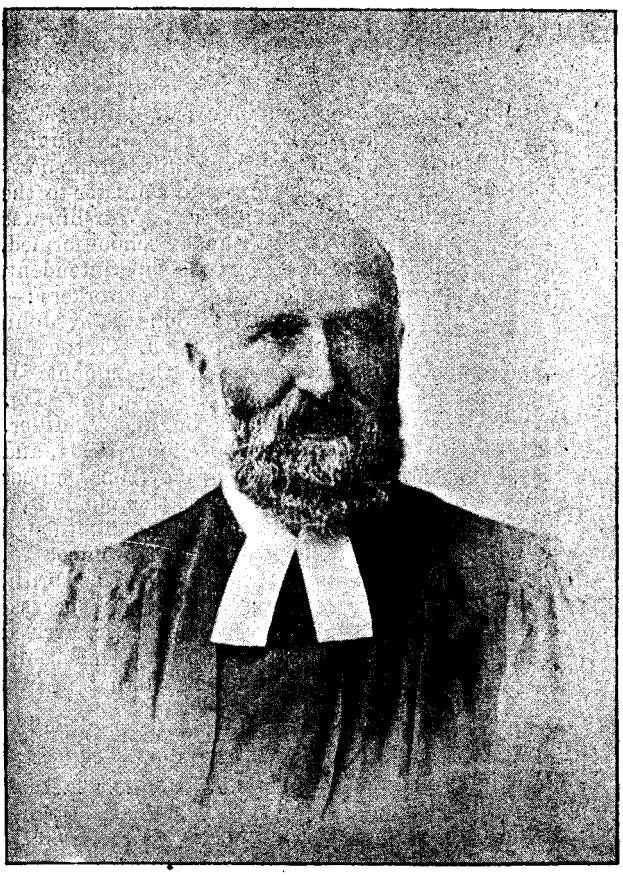
Has been so long and intimately associated with the Presbyterian Church of Maryborough that it is almost imperative to give a memoir of his singularly prosperous career to preface the historic records of his church. Mr.



DR. J. HUGH HARRICKS.

Knipe is a native of County Kerry, Ireland, and born in 1838. He studied at Dr. Bryce's Academy, Queen's College, and at the Presbyterian Theological College, Belfast. After receiving license to preach by the Presbyterian Church of Ireland, he was appointed by the Board of Missions to visit Queensland, and arrived in Brisbane in 1867, when he was shortly after sent by the Presbytery of Brisbane to Maryborough, where he married, and has since been settled. He received his D.D. degree in the Jubilee year. The early history of the Presbyterian Church shows that in 1863 the Rev. G. M. Reid came to minister to the Presbyterian people of the town and district. Worship was held in the old Court House, and a Sunday school formed, of which the late Mr. Wm. Paterson was superintendent, and he was ably assisted by the following active workers :— Messrs. A. W. Melville, G. and D. Groundwater, John Linklater, Thos. Spiden, Jno. Thompson, J. Trotter, P. and R. Graham, Jas. and W. Paterson, C. Lamont, J. McPherson, P. M. White, Geo. Horsburgh, Jas. Bartholomew, T. T. Woodrow, D. Matheson, and T. Miller. Mr. Reid retired from the ministry in October, 1864, and was succeeded by Rev. R. Graham, of Sydney, on October 23 of that year. The foundation stone of the old church was laid by Mr. A. W. Melville in June, 1865, and though Mr. Graham resigned and left the district on November 15, 1865, the erection of the church was still proceeded with, M. Ramsay being instrumental in bringing it to a successful termination. Mr. Knipe, the present minister, arrived here in October, 1867, and in 1872 completed his semi-jubilee. It was to commemorate this event that special meetings and services were held.

The Presbyterian Sunday school has, since its formation, been marked by steady growth, and as a number of intellectual and willing men and women devoted their energies to its interests, the school has prospered, and is reported to be in a flourishing condition. It has a large staff of earnest teachers. Mr. W. Dawson is the present schoo superintendent, and enjoys the confidence of both parents and scholars. The first jubilee was held on October 24, 1892, and as the Hon. A. Heron-Wilson, M.L.C., had, with his usual liberality, offered the use of his splendid grounds, about 400 children, with their parents, teachers,



REV. J. I. KNIPE, D.D.,

Presbyterian Minister.

and others availed themselves of his kindness, and a most enjoyable time was spent at Doon Villa and its extensive grounds, and refreshments supplied by the generous host and hostess were highly appreciated, equally with the hearty welcome accorded. In the afternoon an appropriate and acceptable presentation was made to Rev. J. I. Knipe, viz., a purse of 103 sovereigns, by Mr. Geo. Stupart, on behalf of the congregation. The Rev. J. I. Knipe, in reply, gave an outline of his career, from his arrival in Maryborough, including an exciting record of pioneer missionary work at Gympie and other towns in the district. The debt on the old church was £600, and £300 of it was paid by the trustees, Messrs. MacTaggart, Meiklejohn, and Melville. The foundation stone of the new church was laid October 8, 1880, by the Rev. Colin McCulloch, and opened by him on Nov. 20, 1881. The whole cost of this church was £4400, of which at Rev. C. McCulloch's services, £3,650 were collected.

The eulogy passed on Dr. Knipe by a speaker at a conversazione given in his honor will form a fitting close to this article :—"A Minister who for 27 years preserves himself, and retains the respect and esteem of his congregation and others, gave a testimony that he had attained a great deal. Mr. Knipe had walked uprightly, worked righteously, and spoken truthfully."

Note.—It is regretted that the annual report of this Church was not sent the author till too late for publication.

John Harwood,

An early pioneer, was born at Bradford, Yorkshire, in 1817. Educated in Lancashire, where he followed the business of a wheelwright. Arrived in Moreton Bay in the first immigrant ship in 1848, and came direct to Maryborough where he settled, to carry out a contract for George Furbur at Girkom, near the "old township." The blacks at this place were very hostile and killed many, including Furbur with his son-in-law, and Mr. Harwood had several narrow escapes. His firmness of character alone saved him from his comrades' fate. The country thereabouts after arrival of the Aldridges, Palmers, and Mr. Jones' (Baramba) flocks became more settled, and great business was done at the wharves in supplies for settlers, and shipping wool,

tallow, and hides from stations. Timber was then a rising industry, though, until the erection of sawmills with modern appliances, the trade was limited to rough bushmen and splitters, who did well by cutting cedar and pine in the boundless jungles on the Mary. The site of the township was marked out by Mr. Labatt, and in 1852 a police camp was established here, with Mr. Harwood and McAdams as the ruling powers. Mr. Harwood was the first mail carrier, and served in the Mounted Police for twelve years. He also followed team driving, and took five bullock teams a distance of 300 miles into the bush with station stores. This business he followed for nearly twenty years, when he purchased Warra Station, about twenty miles from Maryborough, and settled there with his wife and family. Mrs. Harwood was the second white woman at the "old township," and his third son (James) the first male child born there. His daughter, married to Mr. Jas. Marsden, was the first female child born in the town. Mr. Harwood was alderman of the Maryborough Civic body. Elected Mayor in 1868, and appointed magistrate in 1884. At present, though in advanced years, he is a living type of a healthy and hearty man. Mr. Harwood's son, J. Harwood, jun., is now proprietor of the Royal Hotel, Tiaro. This hotel has become a favourite stopping-place for visitors, whilst the comfort of all is attended to by the affable host and hostess.

Neil Blue,

Born at Campbelltown, Ayrshire, Scotland, in 1845. Followed a seafaring life till 1870, when he arrived in Maryborough, where he engaged in the steam coastal service. After four years he purchased a small wooden building called the Melbourne Hotel, Wharf street, and improved it by rebuilding to render it worthy of modern times. His wife, Mrs. S. Blue, one of the Gregory family, well-known in early pioneering days at the "old township," survives him, and still resides at the Melbourne Hotel. Mr. Blue was a great favourite with the public for his straightforward character and affability. He took considerable interest in rowing and aquatic sports, and was for some time captain of the Maryborough Rowing Club. He was also a prominent member of the Oddfellows and

Masonic Orders, and held high honours in these lodges. His death took place at the early age of 48 years through exposure and over-exertion during the 1893 flood.

H. St. John Wood, J.P.,

After twenty-five years service, ranks as one of the oldest and most respected officers in the Government service. Was born at Benfleet Rectory, Essex, England, and educated partly at home, and at Dr. Brewer's School, Norwich, and at the Kettering Grammar School, Northamptonshire. He is the son of Rev. B. J. Wood, M.A., of St. John's College, Cambridge University, and arrived here in 1866. He joined the Surveyor-General's Department in August, 1872, having previously studied surveying in England and the colony. He was for several years licensed surveyor in the West Moreton District and North Queensland, where he surveyed the present settlement of Thursday Island. Mr. Wood is justly considered one of the most indefatigable officers in the service, and his recollections of the old pioneer district survey office go back to its inception, when Mr. Buchanan, Mr. W. M. Davidson, and Mr. McDowall (the present Surveyor-General) were household words here. Since that period rapid strides have been made in settlement, towns and villages have sprung up, with large farming and agricultural settlements in all directions. A few years hence it will be recognised that the theodolite and chain have been essential means of opening up the country and inducing settlement on the rich and fertile lands of the Wide Bay and the Burnett districts. Mr. St. John Wood has been district surveyor for twelve years, and it need hardly be added that his surveys give universal satisfaction. He was elected Fellow of the Meteorological Society in March, 1877. This society has its offices at 30 Great George street, Westminster, London. He takes great interest in agricultural pursuits and football, and all manly sports have his hearty support. Among several important works of public interest made by Mr. Wood may be mentioned the Trigonometrical Survey of the City of Brisbane, and the first contour survey at Lytton for the Military Defence Commission in 1877.

C. H. Barton, B.A., Oxon.,

Author of "Outlines of Australian Physiography," who was upwards of fourteen years classical master at the Mary-

borough Boys' Grammar School, deserves more than a passing notice in this work. As an intelligent literary man, his mental gifts are of a very high order, and he has delivered lectures and published books which appeal to all that is elevating and pure in men's nature. It appears humiliating to confess that many of Mr. Barton's sweet and original ideas are, in Maryborough, "wasted on desert air."

FRITZ KINNE,

A native of Gross Wanzleben, Germany. Was born Dec. 20, 1844. Leaving school in 1858 he learned the building trades, and although proficient in these, he embarked in a less congenial pursuit—that of journeyman butcher. From 1861 to 1865 Mr. Kinne worked in various cities and visited Berlin, Hamburg, Bremen, Lübeck, Magdeburg, Gentin, Neuminster, Frankfurt, Cashel, and on the termination of the war in 1866 extended his travels to St. Petersburg and Gatschina, in Russia, remaining there nine months, when he went to Denmark and remained till 1870, when he sailed for Queensland, and coming to Maryborough has been located here ever since. He entered into the butchering business, but after a year's trial established himself as a contractor and builder with great success. Among the contracts he successfully carried out may be mentioned large stores for Mr. J. E. Noakes and Peter Graham, shops for Priddy, Horsburgh, Woodrow, and Mrs. Goodwin's Australian Hotel, the Queensland National Bank, Girls' Grammar School, Presbyterian Church, additions to Roman Catholic Church, telegraph office, the old hospital, and other edifices. The Great Western Hotel which he now occupies, and of which he was the builder, is one of the most comfortable hotels in Maryborough, and an ornament to the city. In 1889, finding the contracting business dull, Mr. Kinne entered on the occupancy of the Great Western Hotel, being assisted by his wife, whose name is proverbial for kindness. Travellers invariably visit the Great Western in preference to other Maryborough hotels, the comfort and attention to their wants being special attractions. Mr. Kinne was elected to the Municipal Council in 1890, and appointed mayor in 1895, an office he filled with credit. On the expiration of his term he was again re-elected a councillor. In his municipal career Mr. Kinne has shown



FRITZ AND MRS. KINNE,

great ability; his advice and counsel have had great weight when knotty questions affecting the welfare of the ratepayers have been discussed. He is of liberal principles, and a strong supporter of all movements to advance the community, and such have made him popular. Mr. Kinne has a large family.

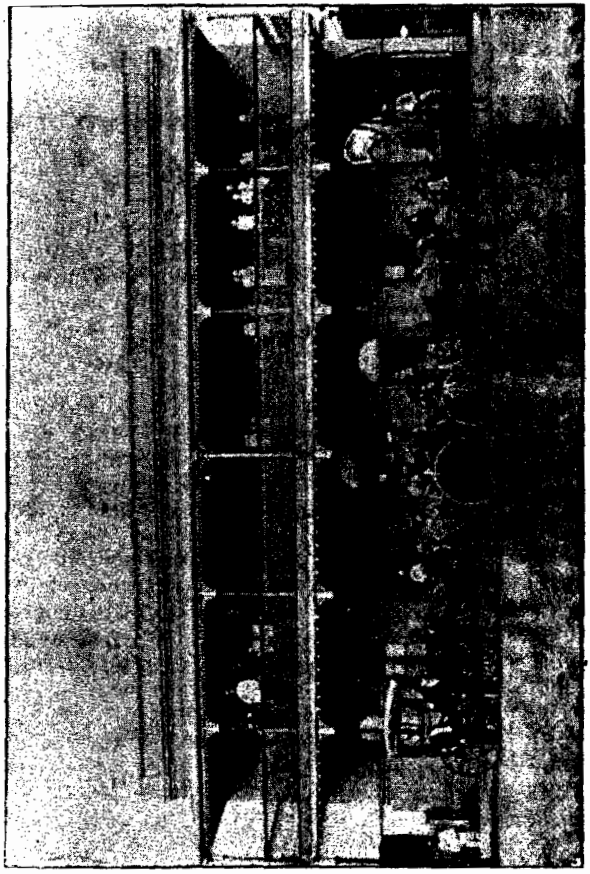
The Great Western Hotel

Occupies a prominent position in Lennox street, nearly opposite the railway station, and adjacent to Kent street, the Council Chambers, School of Arts, churches, and public schools. It contains a large number of rooms, and has ample accommodation for tourists, &c., travellers of all classes. The *cuisine* and internal arrangements are under the special supervision of Mrs. Kinne, who provides a daily *menu* not surpassed at any metropolitan hotel. From the balcony of the upstairs room fine views of the surrounding country can be obtained. Adjacent to the sleeping apartments (which are replete with every comfort) is a cosy sitting-room in which there are music and other attractions.

Mr. and Mrs. Kinne celebrated their silver wedding on October 29, 1896, at the Great Western with a supper, at which a large number of guests were present. A pleasant social gathering, harmony, songs, and presentation of gifts to the happy pair, who, though advanced in years, are still "young in heart," made it most enjoyable to all concerned.

Henry Palmer,

One of the oldest Maryborough residents and pioneer. He arrived at what is now known as the "old township" in 1848 with his brother, Mr. R. E. Palmer and Mr. E. T. Aldridge. He brought flocks and herds with him and entered into pastoral pursuits, more especially on the Burnett, where he had a station, his brother going to Gladstone. He has been a pastoralist for years, and is one of the best known and most respected among North Queensland squatters. Mr. Palmer was elected the first Mayor of Maryborough on April 26th, 1861, and held office till August, 1861, when he resigned, but was re-elected in 1864, and retained the position till 1866. Mr. Palmer is still a resident of Maryborough, and on his expansive grounds one of the largest trees in the locality is to be found. Though not now taking part in public life, Mr.



GREAT WESTERN HOTEL, MARYBOROUGH.

Palmer has done much good for the town, and his efforts to establish the Botanic Gardens and other institutions are not likely to be forgotten.

GEORGE A. WATSON,

Father of the present assistant Municipal Town Clerk, arrived at the "old township" in April, 1848, by the Aurora, cutter, with Mr. Richd. Jones, of Baramba Station, to take charge of sheep sent from the Burnett to be boiled down. 14,500 sheep arrived, and were taken charge of by Mr. Watson, who faithfully carried out his duties. Mr. Watson, a native of London, died May 18, 1889, aged 67, after a long and painful illness. He will be remembered by old residents as paymaster in the Roads Office. His father was Immigration Agent in Brisbane, and Mr. Watson, who was a moving spirit in most local public enterprises, was in every respect a popular man.

GEORGE FURBUR,

An enterprising teamster and bushman, came overland from Ipswich to the Wide Bay District in September, 1847, and after reaching the Old Maryborough Township settled at Girkum, a deserted sheep station, once occupied by Eales. The exact place is unknown, but is recorded as opposite to Rose Hill. Here he opened the first store, but unfortunately for himself and the men on the adjacent stations, kept a supply of grog, which was freely dispensed and sold to any who could pay for it. The lax system of law which prevailed enabled him to infringe the liquor laws with impunity. Furbur was a man above the ordinary class, and although the locality swarmed with naked savages, he felt little fear either for himself or his wife and child. Mrs. Furbur was the first white woman located at the Old Township, and for the first year she had only aboriginal females as companions, till Mrs. Harwood, wife of Const ble Harwood, the second white woman, arrived. Furbur, true to his native instincts, followed bush work, such as felling timber, fencing, and the like. But he was ill-prepared for treachery, and one day whilst digging a post-hole two blackfellows swooped down upon him, and one, seizing his broad axe, buried its blade in his skull. Astonishing to relate, the poor fellow, though injured, succeeded in getting a horse from the bush, and

having saddled it, set out for Brisbane, where, under skilful medical treatment, he recovered, and returned to his old quarters at Wide Bay, where for two years he was unmolested by the blacks; but about the year 1850 he met with an untimely end, at the same spot, whilst sawing timber with his son-in-law (J. Williamson). Both were killed during the dinner-hour, and their graves and tombstones, though broken, bear silent witness of the perils surrounding the early settlers. It is on record that Furbur shot many aborigines shortly after his arrival, and his death was a retribution for his rashness.

Lewis Jackson,

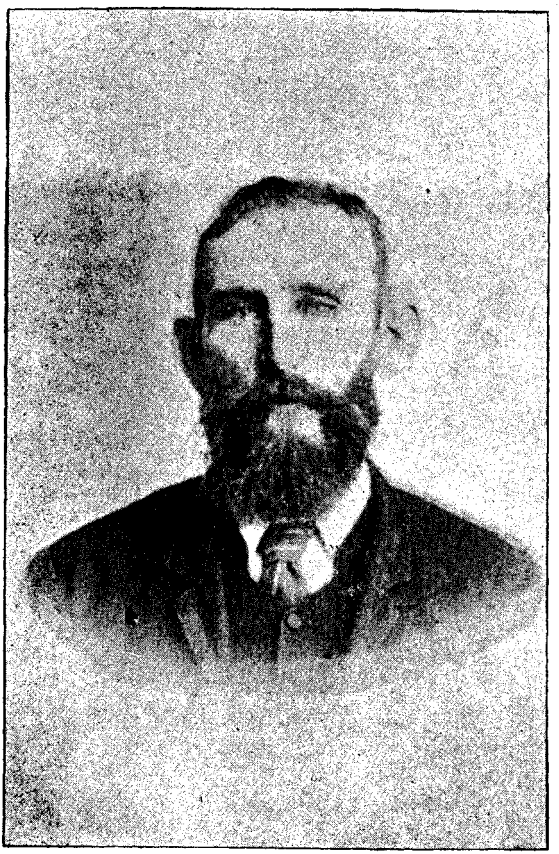
Native of Cambridgeshire, England. Was born in 1823. Arrived in Moreton Bay by the ship Saldana, and came thence to Maryborough with his family in 1862. He was first employed in station work at Degilbo by the late Hon. W. H. Walsh, but after a year returned to Maryborough, where, in common with other pioneers, he saw many ups and downs, and the rough side of life. It is also stated that he with his family camped for some weeks on the Town Reserve, the site of the present railway station. Selecting land, owned by Mr. Perry, then covered with dense scrub, on what is now called Ann street, on a clearing lease of seven years, he remained there farming for that term, then left in consequence of the great flood of 1864 sweeping off his crops and causing almost total ruin. He next purchased a farm on the Mary River, near Iindah, which he named "Linton," and planted rotation crops, beginning with cotton and ending with sugar-cane. It may be of interest to state that he took large and fine crops, 96 bushels per acre of wheat off forest land, whilst on scrub land the yield was very poor. Having been fairly successful, he retired about ten years ago from active life, and his two sons are engaged in pastoral and agricultural pursuits. Though he lost heavily by the flood of 1893, he settled down at Iindah quietly and resignedly to the calamity, and in his 73rd year of age, is a thorough type of the old Wide Bay pioneer. He is the father of eleven children, five of whom are natives of Wide Bay, and all living.

Ernest August Krüger

Was born in Germany September, 1855, and arrived with his parents in Maryborough in 1864, where the family were engaged at the station of the late N. White, grazier, of Prawle. On leaving this in 1866 Mr. Krüger the elder started business in Ellena street, Maryborough. Great loss was suffered by the destruction of his premises by fire, and other losses followed. On his father's retirement, the subject of this notice joined his brother Charles, but bad times, bad debts, and other misfortunes in the butchering trade caused dissolution of partnership in 1889, when Ernest visited Sydney, and on returning to Maryborough started a grocery store with J. Kenna, in Adelaide street. Ultimately, he returned to butchering, and united with his brother to establish a branch at Childers, but the locality not suiting his health he sold the business to Booker. During 1893 he was elected alderman in the Maryborough Municipal Council, but on his term expiring, did not seek re-election. His death occurred at the Maryborough Hospital on Oct., 1894, in his 39th year, from congestion of the lungs, brought on by continued attacks of influenza. He left a wife, Mrs. Krüger, hostess of the Ariadne Hotel, and six children. Mr. Krüger was very popular, and at much personal loss took an active part in many political movements in which his aid was sought. During the elections of 1893 he was chairman at the Annear's and Power's meetings, and was quite at home when addressing Danish or German constituents. Ernest and his brother were instrumental in doing much good to the early mineral prospectors, donating large sums to help them, and they held shares in many Gympie mines. Deceased was of kindly and genial disposition, and endowed with true nobleness of nature. He worked hard for years, and was familiar with the dark as well as bright side of life, and it is regretted that his declining years were embittered by the knowledge that many he had befriended were largely in his debt, and evidenced no desire to meet their indebtedness to his family.

George Negus,

Builder and contractor; native of London. Born in 1836. Arrived in Brisbane in 1856 where, in addition to carrying out several large contracts, he built the Bremer Bridge,



E. A. KRÜGER.

T

Ipswich, at a cost of £7000. Having laid the foundation of a successful business, and contracted for the Queensland Railway Carriage buil ing, he extended operations to Maryborough, where, on a large area from his workshops, some extensive contracts have been turned out. His son and brother are associated with him in the business which has suffered by the various fluctuations recently affecting commercial matters in Maryborough.

Mrs. Margaret Irwin,

Who died at Maryborough December 24, 1895, was one of the oldest residents of the town and district, being a member of the celebrated Gregory Family at the "Old Township." On the voyage from Sydney to Brisbane in a small sailing craft, the crew mutinied, and cast three officers adrift in an open boat with Mrs. Irwin and her sister, the late Mrs. Mills, who were with the rest cast ashore on the New Zealand coast among the Maoris. They remained here till rescued by the Governor of the island, and taken to his residence, when passages for them to Sydney by a sailing vessel was successfully arranged. Young as they then were, they retained for years a lively recollection of this remarkable adventure. The remainder of Mrs. Irwin's biography will be found at page 23. The information above given was unfortunately supplied too late to admit of its being introduced in its proper place.

Nicholas Edward Nelson Tooth

Is a son of the late Jno. Tooth, founder of the well-known brewery in Sydney, where he was born Sept. 7th, 1843. Educated at Calder House, Redfern, and arrived in Brisbane soon after Separation. For some years he was overlanding, but ultimately settled in Maryborough, where, in conjunction with J. Bryant, they started business as forwarding agents, auctioneers, &c. Mr. Tooth was a member of the first escort which brought gold from Gympie to Maryborough, but in 1878 joined Richard Hughes and Jonathan Blanchard as senior partner in the firm of Tooth and Co., of the Vulcan Foundry. Their extensive experience was soon rewarded by large contracts for mining plants, sugar mills, and all kinds of machinery now working at most of our northern goldfields. Mr. Tooth was elected

alderman in 1879, and filled the Civic chair on five different occasions. He is a member of the Burrum Divisional Board and the United Municipality of Maryborough and Granville. In addition, he is trustee of the School of Arts, St. Paul's Church, Director of the Penn Building and Investment Co., Major commanding the Wide Bay and Burnett Rifles, member Licensing Board. He was elected to Parliament as member at the general election of 1896, as opponent to Mr. J. M. Dawson and the Labour party, and returned by a large majority. Mr. Tooth is a supporter of the Jockey Club, an enthusiastic sportsman, and specially interested in cricket, fishing, and aquatic sports. Mr. Tooth is married and resides in Maryborough, and is highly respected.

ATTICUS TOOTH,

Born in Kent, England, in 1833, and arrived in Sydney in 1839, where his cousins, Tooth, of brewing fame, were located. With his brother, W. B. Tooth, he came overland to the Wide Bay District, and took up land in the same selection, 100 miles by seventy, abandoned by John Eales. In spite of depredations by blacks and lack of Government protection, they held this run till 1854, when they sold it to Messrs. R. E. and F. Tooth. Messrs. Atticus and W. B. Tooth may be regarded as the pioneer squatters of the Wide Bay and Burnett districts, constantly travelling and stocking new country till 1856, when A. Tooth settled on a new station at the head of the Mary River, Gympie now being a portion of that holding. This he stocked with 10,000 sheep, but disastrous rains continuing for nine months caused great loss in stock. He then resumed his explorations and search for new country up to 1869, during which he traversed the whole of Northern Queensland. The experiences of Mr. Tooth, blended as they are with hairbreadth escapes from aborigines, droughts, floods and famine, read like a chapter of romance—although, as is well known by early settlers, they must stand in part, for much of what they have also passed through. Mr. Tooth, in 1869, married the daughter of Mr. D. R. Emmerson, of Bowen, and is regarded as the father of that town, being the first white settler, and Mr. Emmerson the second. In the same year he rejoined his brother as manager of various sheep and cattle stations in

the Wide Bay and Burnett districts, continuing in that capacity for ten years. On the death of his brother in 1885, he sold several stations, and turned his attention to agriculture. In 1885, having a large family, he removed to Brisbane.

JAMES FROST

Arrived in Queensland from London in 1876, and, after being engaged in a variety of occupations, including the Government workshops, Ipswich, was promoted to the position of foreman in the railway workshops at Maryborough, and inspector of railway rolling stock, which office he held for three years, and then left the service to join Mr. Springall in partnership as engineers' contractors and rolling-stock manufacturers at Ipswich. The firm was established in 1883, and is still among the most successful in Queensland.

F. G. POPP,

Son of a pioneer settler, was born in the sixties near Degilbo, Wide Bay. His career affords an example of what may be done by perseverance. Apprenticed at the age of 12 to Mr. Jno. Travers, cabinetmaker, Queen street, Brisbane, he came to Maryborough to work with Mr. Henry Smith, but the wages being small and hours long, he started business for himself, and in 1884 commenced in a workshop 7ft. by 9ft. This he built in 1880, and there he spent his leisure evenings in making cages, picture-frames and other articles, which enabled him to buy a large kit of tools. On starting in 1884, his finances were but 8s. 6d., and a half-acre of land at Torquay, since turned to account by the erection of a house known as "Ozone Villa," in which he took his wife, his income then being £4 per week. It was by small beginnings that the foundations of the large furniture business known as "F. G. Popp" and "Popp Bros." were laid. His brother was a partner and soon after a third party, Mr. Scott, was associated with the concern. Failing health caused F. G. Popp to visit Victoria, and in less than a year he had improved so much as to resolve to settle in Victoria for the remainder of his life, but being persuaded by Mr. Scott to return to Maryborough, he came here only to realise that his partners had in his absence turned things to their own account. A dissolution of partnership thus

became imperative, and Mr. Popp consented to resign his interest in the stock-in-trade and business on receipt of an Undertaking plant, and on the ruins of the "Federal Company" the I.X.L. Furnishing Establishment arose to fame and success. Here the new-made benedict can obtain all household requisites on easy time payments (a system originated locally by Mr. Popp). Every necessary is supplied, so that the bride finds the house put in order, carpets and floorcloths down, curtains hung, furniture arranged, and trouble dispensed with. This "Ozone Villa" at Torquay, of which he made the whole of the internal fittings, was by his neighbours designated a "white elephant," instead of which it is one of the best letting properties at the bay. An



OZONE VILLA.

illustration of progress is seen in the fact that when F. G. Popp established this business in 1892 he had but one man; last year about twenty were employed; and this was accomplished in the face of floods, bank failures, and other disasters, and without resorting to the too handy method of insolvency. The I.X.L. Furnishing Establishment occupies a prominent position in Kent street, where it is as well known as the oldest establishment. F. G. Popp is a "live" man, and never seen squatting on a fence in a silk coat and slippers watching other folks toil and perspire freely. He takes a hand in the game of life, is member of the Chamber of Commerce, father of a family, a member of the Oddfellows and other societies. He has recently bought the old Tinana

Saw Mills to establish fruit case making, and quite an army of French polishers, wire workers, mattress hands, cabinet-makers, wood turners and carvers are busy at his new factory opposite the railway station. The goods he makes have gained first awards at Brisbane, Bundaberg, Gympie. and other exhibitions for excellence and special quality.

W. Southerden.

Born in 1832 at the Isle of Thanet, Kent. Learned drapery business in London, and arrived in Sydney in 1852, where he engaged with Dawson and Eager. Found his brother in business in Brisbane in 1854. Came to Maryborough in 1857, and opened a store, conducting same until 1872, when he engaged in mining ventures, auctioneering and brokerage. Was one of the most active agents in developing mining at Gympie, and purchasing gold. One of the first escort in 1867, conveying the precious metal from that field to Maryborough. He was also associated with others in forming the Chamber of Commerce, of which institution he was vice-president. Mr. Southerden has been a trustee of the Cemetery since its formation, and connected for years with the Central State School Committee. He also holds the following offices :— Vice-president of the hospital, member of the Municipal Council, and was Mayor in 1876. Mr. Southerden is married, and his eldest son is associated with him in business, whilst a second son is at Townsville.

Nicholas Cocking,

Native of England, and a resident of the Isis Scrub since the early sixties, was found dead in his bed at the Post Office Hotel, Maryborough, on the night of the 13th January, 1896. Mr. Cocking was an able man, and displayed much energy in growing experiments for the old cotton company at Dundatha. He was appointed Government Inspector of Timber in 1875, at which period he settled at Abingdon, and assisted in getting the scrub opened for homestead selection. He left a grown-up family, and was a widower.

Samuel Mansfield,

Ærated water, cordial, and vinegar manufacturer, was born in Essex in 1841, and there educated. He arrived in Melbourne in 1862, and. being attracted to mining, spent about

six years in that occupation in Victoria and New Zealand. On the opening of the Gympie diggings in 1867, he joined the first "rush" to that goldfield as a prospector. As his brother-in-law, Geo. Sutton, was a cordial-maker in Maryborough, Mr. Mansfield joined him, and for twelve years managed the business which eventuated in a partnership with Mr. Baker, with whom he purchased Mr. Sutton's factory and established it on a more extensive scale in 1869, and made the business what it undoubtedly now is, one of the largest and most important cordial and ærated water factories in Queensland. The extensive plant comprises all the advanced up-to-date appliances; the motive power is supplied by a Bischoff gas engine; the syrup room is fitted wtih boiler, cooler, filtering racks and other useful trade adjuncts for cordials and "soft" drinks. During summer, the hotels and private custom usually absorb 350 dozen daily, but the factory can double that quantity. Mansfield's ærated drinks, lemonade, ginger ale, and specialities are pleasant and healthful beverages, and it is gratifying to find that his trade is on the increase, by reason of their delicious flavour. Mr. Mansfield, who is a leading member of the Oddfellows and Freemasons' Societies, accords his patronage and support to all movements to benefit the spot of his adoption. He is married, and is assisted in business by his son.

ELIJAH SMITH,

Born in Yorkshire, England, in 1819. Served apprenticeship as carpenter. Arrived in Sydney in 1841 by ship Ellena, and was soon actively employed in building operations, including Government House, the residence of Sir George Gipps. Arrived in Wide Bay November 8th, 1850, under engagement to the late E. T. Aldridge, and erected several buildings at the Old Township. He also built the first store in New Maryborough for the late Robert Travis, and also a private residence for E. B. Uhr, known later as the Queensland Boarding House, Wharf street. Mr. Smith's services were in request as undertaker, and he made the coffin for Furbur when that worthy was murdered by the blacks, and a coffin for Mr. Farquharson, a squatter, who committed suicide after "a howling spree" with some of the choice spirits and wild bloods of that period. Mr. Smith married a servant of Mrs. Aldridge, who had arrived

with that lady in 1849, and by whom he had issue four sons and one daughter. Their united adventures and hair-breadth escapes from aboriginals would prove deeply interesting to lovers of exciting exploits. Some years ago Mr. Smith had the misfortune to accidentally lose an eye, but beyond this he enjoys good health, and at the age of 77 years is a pattern of a hale and hearty man.

JOHN WALKER CRAN,

Proprietor, Queen's Hotel, Townsville, may be regarded as an early pioneer. Born in Aberdeenshire, Scotland, in 1842, he was educated in his native town. Emigrated to Brisbane about 1870, and shortly after entered the employ of Messrs. Tooth and Cran, of Yengarie, as sub-manager, a position he held for five years, during which period he superintended the manufacturing of Liebig's Extract of Meat, neatsfoot oil, and the boiling-down and preparation of dry smoked tongues. The works were on a large scale, between 60 and 80 bullocks and 1,500 sheep being killed daily. As stock became valuable, these operations were stopped, additional machinery was bought, and the Yengarie Sugar Mills established. Thus Mr. Cran acquired his knowledge of sugar-boiling. Leaving this, he became manager on Macnade Plantation, Herbert River, for Neain and Co., and later on manager for Beardmore and Omaney, Bellandon Plains, Murray River, North Queensland, Meadowlands and Foulden, Pioneer River, Homebush, and Te Kowai plantations, most of which he put into working order. He abandoned sugar-growing in 1885, and settled at Townsville, where he holds many local offices, including that of committeeman of the Caledonian Association, and member of the Municipal Council. Mr. Cran married in 1870, in Maryborough, and is well-known and much esteemed in this city.

HUGH GRAHAM,

A well-known pioneer settler in the Wide Bay District. He selected and occupied the Marianna Station and run of about fifty miles in extent on the Twelve-mile Creek (now known as Graham's Creek) in 1848, where for many years his hospitality and genial manners were the theme of admiration, and much appreciated by the rough and ready

teamsters who usually made his station a stopping place. Born at Glasgow, Scotland, in 1816, he arrived in Wide Bay in the early fifties. The wisdom of his choice as to runs was seen in the fact that stock thrive well on it, and the wool from its flocks fetched 1d. more in the London market than that from less favoured runs in the same district Thrown in contact and closely associated with men of the rudest tastes, habits, and manners, with whom all approach to conventionalities of civilization was distasteful, it is no wonder that Mr. Graham was a boon companion not only of squatters but shepherds, shearers, teamsters, "bull-punchers," stockriders, and aboriginals, all of whom loved and respected him, whilst the men in his employ literally revered Graham as a man among a thousand and a right down "good fellow," the last term being as expressive as though applied to a sovereign ruler. In the free wild days of the fifties, when every squatter was a veritable hotel, it was small wonder to find a mild saturnalia or corroboree after nightfall, when the clans, Scottish, English, Irish, Australian, and aboriginal met and the "loving cup" went round. Hard drinkers were the prevailing type of Wide Bay mortals, and woe betide the poor new chum who could neither fight nor drink, and who refused to join those who desired his closer acquaintance. As the author was present at many orgies at Marianna he can testify to the manner in which Mr. Graham kept unruly spirits in check—even the most excited of the "boys" submitting to his affectionate rule. The best known visitors to this station were D. Mactaggart, Paul Lawless, Wm. Powell, Geo. Bennett, Sandy McDonald, Jack Richmond, Jimmy Murray, Geo. Pinkerton, and others, most of whom have gone aloft, but whose memory will be kept in loving remembrance by the old hands of Wide Bay.

Among one of the noblest traits in Hugh Graham's character was his devotion to two sisters in Glasgow, and to whom he made monetary remittances annually, and at his decease left his property to them. Mrs. B. Hood, now of Gympie, is one of these, and Mr. Hugh Graham Hood, of Cooktown, his nephew.

Andrew Puller and *Stewart* were overseers at Marianna Station—the first a real "wild man of the woods" and a "terror" when intoxicated. He died as he had lived,

forgetful of the past and careless as to the future. Stewart, an Eurasian, a man of unsavoury reputation, returned to Ceylon, of which he was a native, carrying with him no blessings for his happiness.

Hugh Graham died on September 23, 1866, 50 years of age. He was interred at Marianna Station, amid the surroundings of Nature in which he had lived.

What'er his faults we should forget them now,
Remembering only good in his career;
Sweet Pity o'er his last lone rest may bow,
And Love bestow the tribute of a tear!

JOHN PURSER,

Born February, 1822, at Birmingham, England. Arrived in Sydney 1850, where he was reporter on the *Empire* under the late Sir Henry Parkes. Came to Maryborough by s.s. Waratah, 1856, and soon after joined Mr. J. Dowzer in storekeeping, the firm of "Dowzer and Purser" being remembered to this day as leading representatives of bygone trade. After about ten years he started soap manufacture, which prospered for a time. In 1870 he became a promoter of the Maryborough Permanent Building Society, still a leading and prosperous institution. Ever active in promoting mining and financial business, large mining ventures have passed through his hands, and he is agent for and secretary to several companies—fire, marine and assurance. He was trustee of the Grammar School, and in 1868 was appointed to the Commission of Peace. His son (Mr. W.H. Purser), born 1857, is associated with his father and is captain and adjutant of the Wide Bay Regiment.

EDWARD BERNARD CRESSET CORSER,

A native of Warwickshire, England. Was born in 1851, and received his education in Worcester. Arrived in Brisbane in 1864, and was for three years engaged on the Maryborough Sugar Company's Plantation. He gained experience in various branches of the Commercial Banking Company of Sydney in Brisbane, Maryborough, and Gayndah for about four years. In 1872 he established at the former place a wholesale wine and spirit and general merchandise business, which has developed into one of the largest and most important concerns in the Wide Bay

District in which at present the name of Corser and Co. is a household word. The firm have been instrumental in advancing the interests of the city and surrounding districts, and they have invested large capital in erecting commodious warehouses, offices, and the Grand Hotel. To Mr. Corser is due the credit of establishing the Chamber of Commerce, the Fire Brigade, the Town and Suburban Building Society and Grammar Schools, all of which still receive his especial attention. He is also member of the Burrum Divisional Board and Western Railway Association, and has for many years been a Justice of the Peace. Apart from his many excellent qualities and affable manners, Mr. Corser is held in the highest esteem by all who know him, and he has played no small part in securing the Pialba Railway for this district as well as the long neglected but now soon to be Gayndah Railway extension. It is to be regretted that through serious financial losses, the firm were compelled recently to seek the protection of the Insolvency Court, but it is fully expected that with the season of prosperity likely soon to be inaugurated that the head of the firm will recover from the calamity which has overtaken him. This insolvency was gazetted at £31,050 liabilities.

GEORGE SUTTON

Was a native of Nottingham, England, where his father had an extensive lace factory. Arrived in New South Wales in the early fifties, and came to Maryborough as shipmate with G. E. Loyau and Jno. Towzey, in the brig Sea Belle in 1856, under engagement to Kehlet and Gill, hotelkeepers, of Gayndah. After leaving them, he, in conjunction with Towzey, established the cordial-making business, and the firm having admitted Carl Zeitz to partnership, for about a year was very successful. On the dissolution of the firm, Messrs. Sutton and Towzey returned to Maryborough, where the latter, who was truly the pioneer of the industry, did excellent trade, whilst Geo. Sutton exhibited his artistic tastes as a painter. He was of genial temperament and a great favourite, his deafness alone being a drawback. He married Miss Mansfield, of Sydney, whose brother, Mr. S. Mansfield, still resides in Maryborough. Mr. Sutton is better remembered as landlord of the Sydney Hotel, where he lived for

many years, and died in 1893, leaving a wife but no family. Mrs. Sutton carried on the business till her death in 1895. Mr. Richard Sutton, painter, of Maryborough, is a brother of George.

John Towzey, a native of Cornwall, arrived in Maryborough in 1856, and after joining Sutton in business in Gayndah, returned and did well in cordial-making. He was twice married, his second union proving disastrous to him, and his death in 1890 was sad in the extreme.

James Bartholomew.

Born in Stirlingshire, Scotland. Was an active, intelligent and popular citizen of Maryborough, until his death by drowning in the disastrous floods of 1875. He was then in his 44th year of age, and gave promise by his activity of a long and prosperous life. He was one of those men whom no community can well afford to lose, and his untimely fate was a source of universal regret. Endowed with great inventiveness and enterprise, Mr. Bartholomew, who was associated in the partnership of Messrs. Wilson, Hart, and Bartholomew, of the Maryborough Sawmills, was instrumental in lifting the firm to the leading position it now holds. Prior to leaving the old country, he was foreman of Martin and Co.'s Steam Sawmills, Dublin, one of the largest works of the kind in the United Kingdom. In consequence of failing health, he came to Queensland in 1862, with his family, of whom Mr. Jno. Bartholomew, M.P., is a member, and settled in Maryborough, where he took charge as manager for Messrs. Gladwell and Greathead's Sawmills, remaining in that position till he joined the partnership of Wilson, Bartholomew and Co.

Francis Jeffrey Ivory,

Clerk-at-Arms, Queensland Legislative Assembly, died in Brisbane, January 20, 1896. He resided for several years at Eidsvold Station, Wide Bay District, and engaged in pastoral pursuits. He represented the Burnett District in Parliament from 1874 to 1878. His son, Frank Ivory, has been for some time a leading spirit in local sports.

Henry Russell,

Explorer, left Brisbane in 1866, *via* the coast and Noosa River, having gained information as to the route from the blacks. After ten days riding he reached the Wide Bay

country and found bushmen cutting cedar. In 1869, Mr. Russell, accompanied by a party, crossed over to Gympie, and, struck with the suitability of the neighbourhood from a commercial point of view, selected 5,678 acres and opened up communication with Gympie by the Cootharaba road, cutting through dense scrubs and assisting to form a settlement. Shortly after, Commander Heath visited the bay in the s.s. Brisbane, and gave unqualified approval of the port. The first pioneer settlers erected a sawmill, and purchased plant at the Elanda Point Works. The station owned by Messrs. Russell and Co. is on King King Creek and in admirable working order. Later on Mr. Russell's early exploratory tour and pioneer work are more intimately detailed.

JOSEPH PINCHER,

A native of Coventry, England. Arrived in Maryborough in 1862, where he located with his family till the discovery of gold, when, in common with many others, he was in the first rush to Gympie, working in Nash's Gully, though not with great success. On returning to Maryborough he shortly after became lessee of the Metropolitan Hotel in Kent street, where he resided till his death in September, 1891, at the age of 65 years. Mr. Pincher was a popular man, and, though not taking any active part in political matters, was highly esteemed. His son and daughter still occupy the Metropolitan, and conduct it on the same excellent lines as their father.

JOHN CHEYNE,

Born and educated in Aberdeenshire, Scotland. He was a practical gardener, and for many years devoted attention to floriculture, and contributed to the Press both of the old country and Australia several valuable papers on these and kindred subjects. Mr. Cheyne arrived in Maryborough in 1864, and took great interest in the newly organised Wide Bay Farmers' Association, of which he became leading member, his practical advice with the papers on botanic subjects he read before members being highly appreciated. He first rented land at Baddow, from the late E. T. Aldridge, which he laid out as a market garden, and purchased ground on the spot on which Mr. E. Hanley now

resides. He devoted much time to laying out this selection, and expended considerable sums on it to little effect, as it was at a loss that he made fine shade-houses and planted choice shrubs and trees. He ultimately removed to Tinana, where he lived till 1890, where he died, aged 73, on his 40-acre selection, known yet as "Cheyne's Gardens." He planted about 1,600 orange trees of various sorts, together with an endless variety of tropical plants. It is a pity his enterprise was not better rewarded. His losses were entailed on his family, and the large garden, yet a monument of his skill which he struggled manfully to keep in order, has passed away, and is now occupied by Mr. Eli, by whom it is kept in excellent order. Mr. Cheyne left a family of three sons (one since dead) and two daughters, the eldest son driving the Progress 'bus between Maryborough and Newtown, whilst another has the leading fruit shop in Kent street.

Michael Connors

Is a native of Kilmurray, King's County, Ireland, where he was born in 1841. Emigrated to Queensland with his wife and child by the ship Erin-go-Bragh, and landed in Brisbane in July, 1862. Arrived in Maryborough soon after, where he engaged in dairy farming, contracting and other matters. He also had a general store at the corner of John and North streets, and became landlord of the Southern Cross Hotel in 1889. Mr. Connors is the parent of eleven children, all of whom were born in Maryborough, are now grown up, and holding good positions in the community. One son is in the Telegraph Department, Bundaberg; another, Thos. Connors, of Kent street, has shown considerable enterprise in developing the fruit and wine industries. Two daughters are married and comfortably settled. Mr. Connors, now in his 55th year, is hale and hearty, and has a lively recollection of bygone identities and local events in the early days. The Southern Cross Hotel is an old established and favourite house of call, and largely patronised by local sporting clubs, who hold annual meetings there.

David Clarke,

Native of Fermanagh, Ireland. Born in 1834. Manifested liking at early age for chemistry and mechanics. Arrived in Brisbane in 1865, and started business as a chemist and

druggist. After six years, he removed to Ballard's Camp on Main Range, where he opened a drug store. In 1866 he removed to Warwick, and began the manufacture of his famous eucalyptus oil and liver pills, both claiming highly curative properties. In 1881 Mr. Clarke settled in Maryborough and opened a shop in Kent street for sale of seeds, medicine, &c., where his affable manners soon made him a favourite. In 1879 he took the highest award for perfumery, and at Melbourne and Sydney Exhibitions gained first honours for his preparations of the eucalyptus. He was a member of the Licensing Board and a J.P., also a representative of the Polynesian Hospital Committee. He took great interest in horticultural and agricultural matters, and contributed several papers of great merit to the Press on these subjects. Mr. Clarke died in Maryborough in 1891, aged 57.

Thos. Pendergast,

Native of Limerick, Ireland. Born 1824. Learned carpentering. Arrived in Sydney, New South Wales, January 9, 1839, where he was in business for eight years as contractor and builder. Went to California in 1849, and was for three years storekeeping at Sacramento. Returning to Sydney at the time Hargreaves was prospecting for gold, he subscribed £100 towards payment of expenses. Unfortunately Mr. Pendergast met with an accident at the Sandwich Islands whereby his leg was broken. In 1852 he was landlord of the Vine Inn, and afterwards of the Hargreaves Hotel, Sydney. He purchased property at Cook's River, but came to Maryborough in 1860, and married the daughter of the late Mr. McAdams, chief constable. He took interest in political and other movements, and contributed largely to the charities of the city. After his death his property in Ferry and John streets was disposed of by public auction.

Constable McAdams,

The first officer of police stationed at Wide Bay. He resided for many years at the "Old Township," when he was a terror to evildoers, his zeal for the public weal often causing him to act indiscreetly. Mr. McAdams was ably assisted in his efforts to preserve law and order by Mr. Jno.

Harwood, who co-operated with him in his laudable desires. Mr. McAdams at his death left much property, of which surviving members of his family are still owners.

Emil Julius Möller

Was born at Copenhagen, 1858, and educated at the Technical College and the Academy of Arts in that city. He gained one State and two private bursaries there, which enabled him to study in Paris from 1881 to 1883. Leaving his native land, he arrived in Maryborough 1894, and in January, 1895, commenced to teach painting and drawing classes at the School of Arts. These having increased, numbered last quarter 42 pupils. The subjects in these classes were—freehand drawing, model drawing, drawing from the cast, and painting. At the beginning of 1896 Mr. Möller was appointed visiting master in drawing and painting at the Maryborough Grammar Schools, and his pupils, about 20, are making satisfactory progress under his tuition. While Mr. Möller's *forte* is undoubtedly fruit and flower painting, he excels in every other line of art, and has taken first prizes and honours at most exhibitions. Finding difficulty in dispensing of his works by public sales, he has instituted the Art Union system, which has the merit of enabling investors of a small sum to gain a fine picture.

Peter Piggott

Brought the first sheep from R. Jones' Barambah Station in Burnett to Baddow. He delivered 14,500 at Bopple Lagoon to Mr. G. A. Watson, who depastured them till the flock was divided, part going to Owanyilla and the rest being boiled down. Messrs. R. Jones and G. A. Watson arrived at the Old Township per Aurora in 1843, and the former selected Barambah Station and occupied it for several years. Mr. Clapperton was afterwards associated in partnership, but left in 1860 to take up new country.

John Cobar Anderson,

Shipwright. Born 1860, at Williamstown, Victoria. Arrived here with his parents three years later. Educated partly in Maryborough. Served apprenticeship to his father, Mr. Hugh Anderson, founder of the shipwright business, which has a patent slip.

HENRY BONARIUS,

Born at Rome, Italy, in 1832. Educated in Germany. Served two years in German Army. Arrived in Maryborough in 1854 and settled at Gin Gin, after which he returned to Maryborough and took an hotel for ten years. He retired from active life about 15 years ago. He has held the following offices :—Immigration Agent for 3 years, Alderman 10 years, and Justice of the Peace 3 years. He is married and has eight children, his eldest son being accountant Q. N. Bank. One of his daughters is the wife of Mr. E. Booker, the well-known butcher, of Maryborough.

CAPTAIN EDWARD JAMES BOULT,

Born 1849, at Great Yarmouth, England. Went to sea at 13 years of age and visited various parts of the world. Wrecked in 1869 in the cutter Volunteer whilst crossing Mackenzie Bar, West Coast of New Zealand. Shipped in 1871 in sailing vessel trading between Melbourne and China, and in 1876 joined W. Howard Smith and Sons' coastal service. After eight years, during which he commanded five steamers, he was appointed in 1886 Harbour Master at Maryborough, which position he still holds. Captain Boult has been instrumental in doing much good by his great experience in nautical matters, and his rescue of a shipwrecked crew between Point Danger and Cape Byron, and the picking up a boat's crew at the River La Plata, S. America, are deeds of which he may be proud. He is also regarded as an authority on piscatorial matters.

WM. HOWARD,

Arrived in Maryborough January, 1857, when about 19 years of age, since which he has made the Wide Bay and Burnett districts his home. Describing his experiences he says " In 1863 I first saw the Isis Scrub from a hill called by the blacks 'Branderie.' In 1872 I explored it, and reported on its good lands and timber in Maryborough, and shortly after that two blocks of 500 acres each were applied for." Mr. Howard may fairly claim the title of pioneer since he was very much mixed up with the rough-and-tumble times of the sixties. To him is due the discovery of coal, now being worked by an English company, and Mr. Howard, after many vicissitudes in the Isis Scrub, settled down

near Gin Gin. His address is "Sweet Home," Currigong. Among pioneering incidents Mr. Howard reports that "he crossed Fraser's Island from White Cliffs to the sea to find a wreck in 1859, and in the same year marked out Brangan Run, on the outskirts of Bundaberg and Barolin Plains, and inspected the now famed Woongarra Scrub. In Oct., 1858, Mr. Howard went to the Canoona (Port Curtis) rush in the Coquette, but returned overland in December, when in consequence of heavy floods the party had to swim nearly every creek and river, whilst among the jungles lining the banks the blacks were very rowdy. Later on Mr. Howard, with Mr. Willey, found the first payable seam of coal at Burrum. Mr. Howard's brother George, known more intimately by the familiar title of "Cocky," kept the Stem Packet Hotel, Maryborough, and was associated with T. Hutchins in the attempt to destroy the Corporation fence and gates erected to enclose the main town reserve.

Charles Faulkner,

Owner of Woodlands, Barolin, Burnett River, one of the first plantations taken in the Bundaberg District. Mr. Faulkner first cultivated maize, but after ten years trial entered the sugar industry with success. The estate comprises 372 acres mostly under cane, and he has spent £4,000 on crushing and milling plants. The mill has an output of 8,000 gallons of juice daily; conveyed seven miles by pipes to the Millaquin Refinery. The mill and plantation give employment to 10 Europeans and 60 Polynesians. Mr. Faulkner was born in Lincolnshire in 1820. Arrived in Brisbane in 1848. Worked on the Gympie, Victorian, and California goldfields. Settled in Maryborough in 1860, and went thence to Bundaberg.

Eugene Monaghan,

Of Armidale, New South Wales. Commenced life as a drover to Wide Bay with stock in June, 1863. Having brought stock to Widgee Widgee, a cattle station, then owned by Messrs. Tooth and Cran, who were making Liebig's extract of beef, he settled, and continued in their employ for five years. Leaving Widgee for Charters Towers, Mr. Monaghan was one of the first to open a payable alluvial claim. After strange ups and downs, he

left for New South Wales, where he bought a mob of draught horses, took them to Widgee, and sold them at a profit. He continued to deal in stock, principally draughts and bulls, and took charge of the Kilkivan Station, Wide Bay District. Thence he went to Herberton to form a station, and, after droving about a year, went to Gatton, where he had a stud of draught and blood horses. He joined Mr. G. T. Bell, auctioneer, of Brisbane, as partner, and then went to Loworth, Charters Towers, as manager for Messrs. J. and W. D. Clark. Mr. Monaghan has been a successful gold-digger, and is a large shareholder in mines in various localities. He is at present residing at Charters Towers.

HENRY BARTON WATSON

is an old pioneer. Born in Malta in 1811. During early life, imbued with a love for travel, he visited many lands, including India, Arabia, the Mediterranean, Greece, Italy, and most of the French historic towns. Arrived at Melbourne, Victoria, in 1841, and purchased extensive properties. These he sold, and settled in Sydney, where he married, and purchased Cunningham's Gap Station. Travelling overland, he reached the Dawson, and traversed the Burnett District, eventually deciding on the purchase of 27 blocks of land in the Wide Bay District. In 1870 he was appointed by Governor Blackall as South Sea Labour Agent, and for four years acted as kanaka overseer at Cecil Plains and Jondaryan stations. In 1879, having inherited an estate in England, he purchased Mountain View, near Roma, where he settled with his wife and family. Mr. Watson has introduced many labour-saving schemes into Queensland, and was the first to import a hardy strain of mules from Spain.

RICHARD LAURENCE MURRAY,

Born June 14, 1837, at Longford, Tasmania, and followed the building trades in Launceston. Arrived with his wife in Maryborough in 1865, and with his brother, J. A. Murray, built the first primary school. He next purchased a butchering business, which he conducted for several years. In 1877 he leased the Custom House Hotel. His death in 1888 was caused by blood-poisoning. His widow subsequently conducted the hotel, but resigned in favour of Mrs.

Smith, who is still hostess. He was alderman for many years; took part in promoting sports and races; acted as M.C. at balls, and supported all movements to benefit the town and district.

ROBERT TRAVIS,

The first merchant and second storekeeper in Maryborough. Born at Salford, Manchester. Educated in England, and enriched his knowledge by extensive travel on the European Continent under a clerical tutor. Mr. Uhr, the first storekeeper, disposed of the business to Mr. Travis who, in partnership with Mr. Melville, carried it on for many years successfully. On Mr. Melville's retirement from the firm, Mr. Travis continued the business on his own account. He was the supporter of all benevolent institutions and much esteemed. He married an adopted daughter of the late John Foster, of Ireland, who was left his widow in 1887, and inherited a large property in Maryborough.

JOHN HOOD

was born in Ross-shire, Scotland, and favourably known in his native land and afterwards in Queensland as an active member and elder of the Free Church of Scotland. He was a strong supporter of the Temperance Society, and often spoke at public meetings in its favour. Mr. Hood arrived with his family in Maryborough in 1872, his wife taking possession of property bequeathed to her by her brother, the late Hugh Graham. He did not engage in business, but led a retired quiet life, which terminated in 1886, when he left a widow and six children. The eldest daughter is a State school teacher, the second in the Inquiry Office of the Railway Department; one son is employed in a local bank; whilst the other, Hugh Graham Hood, is in the Railway Department, Cooktown, whither he was tranferred after an honourable career in Maryborough.

ROBERT TALLON,

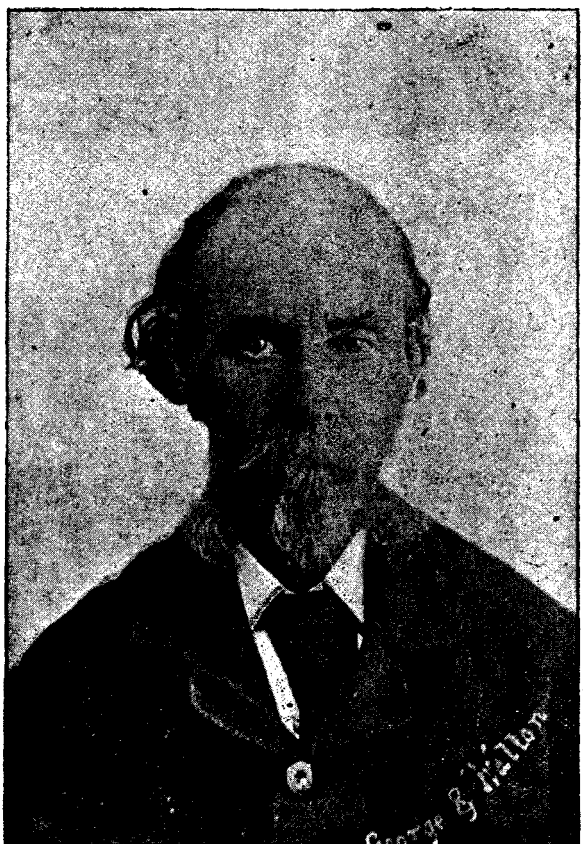
Born at Antrim, Ireland. Arrived in Queensland *via* Victoria in 1860, and came in that year to Maryborough, where he established the sawmilling business, remaining here till 1865, when he resigned business and left for Ipswich, where he resides.

WILLIAM WILLIAMS,

A native of Wales. Arrived in Maryborough by ship Prince Consort in 1864. First engaged in bullock-driving, carrying wool and station produce from Wide Bay to the Burnett. In 1873 he opened a drapery store at the corner of Kent and Bazaar streets, and held two other shops in Adelaide and Kent streets. About 14 years ago he established a sawmill at Howard, but, not being successful, entered into the insurance business and general agency, and was local representative of the National Mutual Insurance Company. He took great interest in Wesleyan Church matters, was superintendent of the Sunday School, and senior steward and trustee of the church at the time of his death, which occurred October 27, 1896. He left a widow, but no family.

GEO. E. LOYAU,

Born in London, England, May 15, 1835. Articled to an architect and surveyor, and engaged in clerical work till April, 1853, when he left for Sydney, New South Wales, whence he went to the Turon and other goldfields, travelling Bohemian fashion overland to Victoria and Moreton Bay. His first engagement in the Wide Bay District was as shepherd at Marianna for the late Hugh Graham, and he was afterwards employed in a similar capacity at Cania and Yarrol stations, near the Dawson River, at the time when the Fraser family were killed by the blacks. After filling an engagement as editor of *Burnett Argus*, at Gayndah, for the late Tom White, Mr. Loyau returned to Maryborough, where his literary abilities were turned to account on the *Maryborough Chronicle*, of which Mr. C. H. Buzacott was then proprietor. His next sphere of literary labour was in Brisbane, where he was sub-editor and Parliamentary reporter of the *Guardian*, under the late Fairfax and Belbridge. He was also present at the opening of the first Queensland Parliament by Sir Geo. Ferguson Bowen. As a journalist, Mr. Loyau has had a varied and chequered career, having been for over forty years associated with newspapers throughout the colonies. He is also a voluminous author, having written 40 volumes of tales, sketches, poems, essays and novels of a class peculiar to the Boccasian School. In his 62nd year, though recovering from a severe paralytic attack, he is still as vigorous



GEORGE E. LOYAU,
Author.

in mental capacity as ever. He is married, and has a family, together with a large army of friends in each of the colonies, and few, if any, enemies. Happy they who can say the same.

NOTE.—In consequence of pressure upon our space we regret having to omit several biographical sketches, including those of the following persons :—Timothy Corbett, F. L. Nott, W. N. Eyre, A. Heather, N. Thurecht, Matthew Mellor, J. Mellor, Jno. Duff, G. W. Adams, W. Woolley, Thomas Clarke, A. E. Kemp, D. T. Dillon, R. Fallon, W. Boyd, W. Watson (Gympie), A. Whiting, Mrs. C. B. Rowland, J. L. Morgan, Henry Palmer and G. Gardiner.

PART V.

EDUCATIONAL, RELIGIOUS, SOCIETIES, &c.

MARYBOROUGH is well favoured with educational establishments. Aiming at a high standard, she has succeeded in making an excellent reputation in the teaching world, and in place of the primitive methods of the early "fifties," when tuition was confined chiefly to private instruction given in settlers' homesteads, and improved upon by Mr. Duncan McNee in the early days of regular school work, there are now splendidly equipped State schools, augmented by a fine Grammar School, doing work equal to the best in the colony. Mr. McNee, who came from Gayndah, died at Maryborough in 1876, leaving a daughter, now Mrs. J. Hunter, of Newtown.

Of all the excellent public institutions in our midst the progress of our Grammar Schools, founded 14 years ago, arouses the deepest interest. Already 100 pupils have been enrolled, and with the more prosperous commercial outlook this number will be augumented. The staff of the Boys' School consists of the head master (Mr. Jas. Thomson, M.A.), Mr. E. W. H. Fowles, M.A., Melbourne University; Mr. N. Wallace, B.A., London University; and Mr. I. A. Dakin, B.A., London University. It will be apparent that every advantage is placed before the rising generation, fitting them for the battle of life in every form, whether it be the learned professions, commercial, agricultural, scientific careers, or the more numerous skilled artisans. The conveniences of the boarding establishment are well-known. Steps have been taken for the cricket and tennis clubs in connection with the school, and the cadet corps is to be taken up with vigour again this year. Last year it numbered 32 members. Our Girls' School, too, has invariably been greeted with popular acceptance. The head mistress, Miss Wilkinson, has that innate enthusiasm

for the cause of higher education which has assured the success of her pupils. She is ably supported by three assistant mistresses, a recent addition being Miss Hamilton in place of Miss Bird. This young lady, like Mr. Fowles, the classical master of the Boys' School, held a State scholarship, and after a distinguished career in the Brisbane Grammar School, comes with a good record and determination to do good work for this school. Amongst the visiting masters, Mr. E. Möller takes the higher branches of drawing and painting in both schools. The visiting music masters are Mr. E. Markt, of the Conservatoire of Leipsic, and Mr. R. Geyger. The drill instructor, who gives gymnastic training and takes calisthenics in the school, is the resident drill instructor for the district.

State Schools.

Albert.—Established 1888. Mr. G. James, head teacher. Committee, J. Blanchard, chairman; A. E. Kemp, treasurer; W. S. Sim, A. Campbell, T. S. Warry; D. Gardner, secretary; and W. Wilson. Number on roll per last annual report was 751, or 124 more than previous year. During Mr. James' charge 33 scholarships valued over £1600 have been won by his pupils.

Tinana.—Opened 1875. Situated on Gympie road, adjacent to St. Thomas's Church of England. Teachers, Messrs. Palmer, Walla, Mason, Richmond, Miller, Freehy, and T. Smith, who took charge in January, 1883. Number of children on roll is 195, average attendance 165. The present staff consists of Mr. T. Smith, Mr. J. Lennon, Miss A. E. Wearin, and Miss B. Davies.

Newtown.—The first committee was appointed by the parents of the children attending the school on 6th March, 1893. The committee is as follows:—Jas. Hutchinson, chairman; W. H. Demaine, secretary; assisted by Messrs. E. J. Sunners, T. Ferguson, Jas. Marsden, Jas. Templeton, and Jas. Sim. The following work have been done: Additions to head master's residence, £60; new playshed, £77 4s.; repairs to buildings and renovation of gardens. One-fifth of cost had to be provided by committee, and to do this they have held concerts, dances, &c., and trips to the bay, and also procured donations from private sources.

A provisional school was established at Bidwell, in March, 1896, on Government land, near Mr. Frank Hulbner's farm, Kirkcubbin road. . Mr. Jas. Bell, of Kirkcubbin, was instrumental in obtaining large donations towards its success.

Bishop Webber visited Maryborough and vicinity at the end of July, 1896, remaining a week and administering Confirmation to numerous candidates. At Tiaro alone 47 were confirmed. The Bishop was heartily welcomed in Maryborough.

Mr. Jas. Young, who severed his connection as teacher at the West Maryborough State School, Newtown, in May, 1896, was at his departure presented with a Gladstone bag, pipe, pouch, and Bible by the teachers and scholars as a parting souvenir.

Mount Shamrock.—Closed about two years; was re-opened in May, 1896, and under the management of Miss G. Smith is progressing favourably. District Inspector Scott reports that its general condition is satisfactory.

Gunalda Schools.—Satisfactory progress reported.

Junction Committee.—Messrs. Woodhouse, Hidemann, and G. Currant.

Gunalda School Committee.—Messrs. Balderson, Balkin, and Bracken.

New Provisional School.—Opened at Holmes' Pocket in January with good prospects.

Wesleyan Sunday School (Maryborough).—A. Wiles, hon. secretary; assistant secretary, Herbert Jones; organist, Miss Southerden.

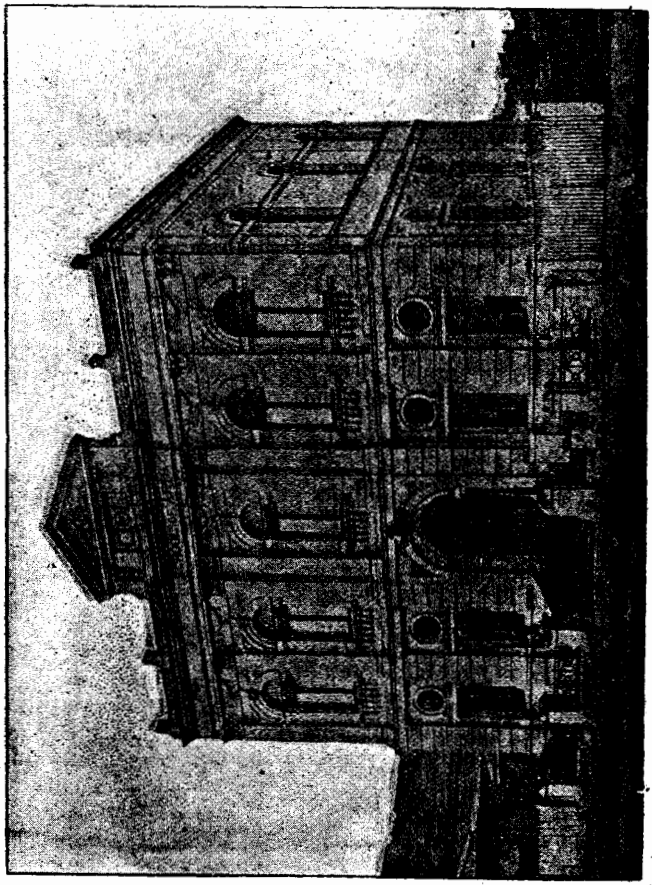
St. Stephen's Sunday School (Torbanlea).—Sixty scholars on roll and increasing number.

Maryborough School of Arts.

Thirty-fourth Annual Report, by D. Gardner, Secretary; Presented to Members at the Annual Meeting, on 4th August, 1896.

"During the past twelve months 97 new members were enrolled, making a total of 372 subscribers on the list, of which 61 have resigned from various causes—36 having left the district. The receipts for the past year were below those of 1895.

"*Library.*—During the year 617 new volumes, embracing every department of literature, have been added to our



MARYBOROUGH SCHOOL OF ARTS.

shelves, as against 321 for the previous year, and it is gratifying to note that a larger percentage of books other than fiction has been in circulation than we have hitherto been able to record. 19,691 volumes were issued during the twelve months, distributed over the following classes of literature:—Arts and Sciences, 255; History, 231; Biography, 156; Theology, 129; Travel, &c., 406; Poetry, 48; Magazines, 515; Miscellaneous, 269; Fiction, 9,503; Juvenile, 789.

"*Reading Room.*—Has been well supplied with papers, periodicals, and various publications from Europe and the colonies.

"*Improvements.*—The chief work of the year calculated to enhance the comfort and attractiveness of the building, has been the addition of a balcony. This piece of work was faithfully carried out at a cost of over £200 by Mr. Henry Neale, and is expected to prove a great boon to frequenters of the reading room during the trying summer months, offering, as it does, a shady and spacious retreat. In order to commemorate the munificent bequest, which led to the establishment of our Technological Museum, a marble slab, "The Melville Tablet," has been placed on the first landing of the staircase, and will serve to perpetuate with gratitude the memory of the deceased lady. A rainfall diagram, donated by Mr. J. B. Henderson, has been framed and displayed in the entrance hall. Two dozen chairs were added to the already extensive sitting accommodation, and necessary repairs carried out. A few more chairs or lounges will be required for the balcony.

"*Technical Classes.*—This important branch of the educational work of our institution has been well maintained, though a much larger number of pupils could be cared for by the efficient body of teachers employed. The following shows the classes, teachers, and attendance of pupils:—Subject: drawing and painting, teacher: E. Möller, No. of pupils in class: 41; shorthand, G. Beer, 15; typewriting, D. Gardner, 2; mechanical drawing, V. Petherick, 26; English, arithmetic, and book-keeping, Jos. Wilson, 11; dressmaking, Mrs. Walsh, 11; shorthand (elementary), W. Bullock, 7; art needlework, Miss Purser, 4; German, C. H. Barton, 3; total, 120. To aid the work of the drawing classes, models were purchased, both locally and

from Sydney, and the material portion of the teaching apparatus may now be considered tolerably complete.

"*Lectures.*—As an adjunct to the technical class work, a course of lectures has been arranged, comprehensive enough to suit all tastes, and so far the attendance has been gratifying. The lectures already given were in the able hands of Messrs. Walter Bentley, C. H. Barton, and P. O'Kelly, while the further subjects are to be treated by Messrs. Petherick, Littleton Groom, Professor Shelton, Dr. Knipe, C. A. J. Woodcock, C. H. Barton, and Miss Bourne. The fees for this series of lectures have been studiously kept down to the most popular scale, and a similar syllabus will no doubt form a regular and attractive portion of each future year's scheme of literary entertainment and instruction.

"*Museum.*—Your thanks are due to a large number of donors of specimens for the Museum, and it is pleasing to note that this portion of your valuable property is becoming more widely recognised as a suitable treasury for objects of curiosity or of educational value. It will be an early duty of the incoming committee to provide a larger area of accommodation and protection for the overflow of interesting exhibits now in possession. To Mrs. J. E. Clayton is due the thanks and appreciation of the members for the valuable oil painting that has adorned the wall of the reading room for some years. Whist, chess and draughts continue to attract a large number of members, and several matches have taken place. A more than usually large number of persons from other parts of the colony, as well as from the sister colonies and elsewhere, have visited the institution, and in all cases have expressed themselves as agreeably surprised at the townspeople being the possessors of so valuable and excellent an educational establishment. In their opinion, the inhabitants have reason to be proud of their School of Arts, and such remarks, coming from those who have travelled abroad, are both gratifying and encouraging.

"You have again to thank the proprietors of publications supplied gratuitously :—*Gympie Miner, Queensland Mercantile Gazette, The Colonist, Mount Morgan Herald, Bundaberg Mail, Mackay Standard, Western Champion, Torres Straits Pilot, Mount Morgan Chronicle, The Week, Toowoomba*

Chroniele, Figaro, Cook's Traveller's Gazette. To the Government Printer for Government publications; Hon. H. S. Littleton, Proceedings of the Royal Geographical Society; the Sydney University for copy of their calendar for 1896; also Messrs. Howard Smith and Sons and the A.U.S.N. Co. for useful illustrated handbooks, and Mr. William Southerden, for kindly assisting at the annual auction of papers. Your committee have already thanked Sir Henry Norman, our late Governor, for the presentation of his photograph as a parting gift, but no apology is needed for referring here to such a graceful and pleasing keepsake, and thus publicly recording your unanimous appreciation of his kind thoughtfulness. In the early part of this year your energetic secretary enjoyed a well-earned month of holiday, and in the course of a trip south attended a Conference of Librarians in Melbourne, also keeping in mind the welfare of our institution by arranging for exchanges of specimens and studying the various methods brought under his notice in connection with the professional duties he so ably fulfils.

"Mr. R. L. Jackson having been transferred to the Downs last Christmas, Mr. Robert Jones was elected to fill the vacancy. Much sympathy was felt for the President of the Institution, Mr. B. T. M'Kay, who was unable, through a painful accident, to be present at several of the regular meetings of the committee, to the great regret of his confreres.

"*Meetings.*—Twelve monthly and two special meetings of committee have been held during the year, and mostly well attended by members."

ECCLESIASTICAL.

RELIGIOUS SERVICES.

Church of England.

St. Paul's Church.—Holy Communion every Sunday at 8 a.m., and 1st Sunday in the month at noon; Matins and Sermon, 11 a.m.; Evensong and Sermon, 7·30 p.m.;

Baptisms, 1st Sunday in the month at 4 p.m.; Preacher, Rev. R. R. Eva. Sunday School, 9·30 a.m. and 2·45 p.m.; Islanders' Class, 4 p.m.

St. Thomas, Pallas-street.—Sunday School, 3 p.m.; Morning Prayer, 4th Sunday in the month, at 11 a.m. Children's Service conducted by Canon Eva, 2nd Sunday in the month at 3 p.m.

Christchurch, Granville.—Sunday School, 3 p.m.; Service 3rd Sunday in each month at 3 p.m. Preacher, Canon Eva.

Holy Trinity Church, Tinana.—Evensong and Sermon 4th Sunday in the month at 3 p.m. Preacher, Canon Eva.

Torbanlea.—Sunday School, 2 p.m. Divine Service 1st and 3rd Sundays in the month, at 3·30 p.m. Preacher, Rev. R. S. Marshall.

St. Matthew's Church, Howard.—Matins, 11 a.m.; Evensong, 7 p.m.; Sunday School, 9·30 a.m. and 3 p.m.

St. Matthew's, Gayndah.—Matins, 11 a.m.; Evensong, 7·30 p.m.

Roman Catholic.

St. Mary's.—On Sundays and Holy Days of Obligation, first Mass, 8 a.m.; second Mass, 11 a.m.; Vespers, &c., 7·30 p.m. On week days, Mass, 7 a.m.; Rosary and Benediction, 7·30 p.m. on Thursdays. Catechism Classes, by Christian Brothers, 9·45 and 10·45 a.m., and by Sisters of Mercy, 3 to 4 p.m. on Sundays. Rev. Father Brady officiates in Maryborough.

Presbyterian Church.

St. Stephen's.—Services, 11 a.m. and 7·30 p.m., Rev. Dr. Knipe.

Yengarie.—Second and fifth Sunday, 7 p.m. First, third, and fourth, Mr. T. C. Jones.

Tiaro.—Every Sabbath at 11 a.m. and 7·30 p.m. Sabbath School, 3 p.m., Rev. J. Stewart.

Munna Creek.—First Sunday, 11 a.m.

Deborah.—First Sunday, 3 p.m.

Kilkivan.—Second Sunday, 11 a.m. and 7 p.m.

Bauple.—Third Sunday, 3 p.m.

Pioneer's Rest.—Fourth Sunday, 3 p.m.

Wesleyan Methodist.

Wesley Church.—11 a.m. and 7·30 p.m. Preacher, Rev. H. Pennington. Sunday School, 9·30 a.m. and 3 p.m

Dunmora.—Service every other Sunday at 3 p.m., Rev. H. Pennington.

Congregational.

Alice street.—Services, 11 a.m. and 7·30 p.m., Rev. J. C. Harris.

Primitive Methodist.

Walker street.—11 a.m., Mr. A. White; 7·30 p.m., Rev. A. Harding and Mr. H. Davis.

March street.—11 a.m., Rev. A. Harding; 7·30 p.m., Mr. T. W. Hubbar.

Tinana.—3 p.m., Sacrament Service, Rev. A. Harding.

Tiaro.—11 a.m. and 7·30 p.m., Rev. W. Shenton. Wednesday, 7·30 p.m.

Bauple.—3 p.m.

Baptist.

Fort street.—11 a.m. and 7·30 p.m.

Yengarie.—3rd Sunday in each month at 3 p.m., in Divisional Board's Hall. Preacher, Rev. C. Boyall.

Salvation Army.

Bazaar street.—Services, 7 a.m., 11 a.m., 3 p.m., and 7 p.m. Captain C. M'Fetridge.

North street.—Services, 7 a.m., 11 a.m., 3 p.m., and 7 p.m. Captain Williams.

Gospel Hall.

Albert street.—11 a.m., Breaking of Bread; 2·45 p.m., Sunday School; 7·30 p.m., Gospel Meeting; Tuesday, 7·30 p.m., Bible Reading; Thursday, 7·30 p.m., Prayer Meeting.

Church of Christ, Protestant Hall, Alice street.—11 a.m. and 7·30 p.m.

Each denomination of the above is well supported, the religious element in Maryborough being strong, and so-called Freethinkers and Atheists few. Unitarians and Quakers are also unrepresented.

CHURCH OF ENGLAND.

St. Paul's.—The first place of worship for members of this church was a slab hut at the "Old Township." The first officiating minister was the Rev. E. Tanner, whose ill-health forced him to resign, being succeeded by the Rev. Mr. Dodd. In 1856, the late Mr. E. T. Aldridge and others purchased an acre of land in Adelaide street, and presented it to the church on the condition "that it should be the site of the best church in Maryborough, and for school buildings in connection with its teachings." Toward the close of 1856, the old building was removed from its original site and re-erected in modern Maryborough, where it stands, an instructive specimen of early Queensland architecture. For ten years this humble edifice housed the worshippers under the successive ministries of the Revs. Dodd, Postlethwaite, Mackenzie and Poole. In 1866 a wooden church was built, the cost being defrayed by collections. This building was opened for Divine service on May 27, 1866, by the Rev. H. J. Poole, who left early in 1867 for Tasmania, and was succeeded by the Rev. H. C. Claughton, brother of the Bishops of Rochester and Ceylon. Ill-health, however, brought this gentleman's ministrations to a close after a tenure of little more than a year, when the Rev. G. G. Danvers was appointed, but as he left in 1872 for a curacy in England, the Rev. E. Tanner was inducted into the rectory of Maryborough. Soon after his accession, the building, which had been too small for the congregation, was enlarged, thus making room for fully 400 worshippers. In 1875, Mr. Tanner resigned, and retired to his plantation near Bundaberg, being succeeded by the Rev. J. H. L. Zillman, in 1876. In this year the parsonage in Lennox street was put in a state of repair.

The Rev. J. H. L. Zillman was succeeded by the Rev. Thomas Holme in July, 1876, who at once set to work to free the parish from debt, and erect a church worthy the name. He was most successful, and the present structure was opened free from debt on October, 1879. The cost was £6000, of which the Rector gave over £1000.

The church is one of the best in Queensland and seats 700 people. Mr. Holme resigned in December, 1880, being followed by the present Rector, the Rev. Canon Eva.

Canon Eva entered on his parochial duties on January 1st, 1881. At that period there were only four churches in the Wide Bay and Burnett districts; one in each place—Maryborough, Gympie, One-mile, and Bundaberg. He set to work to provide places of worship for all the country townships in the Rural Deanery, and in 1884 churches were built at Tiaro, Gayndah, Tinana, Howard, and Granville. In 1887 St. Thomas's, Pallas street, Maryborough, and Christ Church, Childers, were erected. In 1888 a church was dedicated at Kilkivan; in 1890 St. Mark's, Eidsvold, was built; and in 1895 Canon Eva was called upon as Rural Dean to dedicate St. Stephen's Church, Torbanlea. Meanwhile the present church at Maryborough was duly furnished with a splendid pipe-organ at a cost to the parishioners of £700, and an exceedingly handsome pulpit of Caca stone and marble, the gift of the late Arthur Brown, Esq. A lectern to match the pulpit was also given by the late Rev. E. Tanner.

The massive tower, or campanile, standing near the church, was built in 1887, in memory of Mrs. Maria Aldridge, who died in 1886. Her husband, Mr. E. T. Aldridge, gave the tower and peal of nine bells to conserve her memory. This peal is considered one of the best in Australia. The total weight is 92 cwt., the tenor weighing 21 cwt. They have an exceedingly sweet tone, and since their dedication by Canon Eva on Easter Day, 1888, have chimed and pealed under the able guidance of a most capable body of voluntary ringers to the delight of the townspeople generally.

The latest addition to the parochial buildings is a handsome Rectory built in 1895. During the same year another Rectory was also built at Gayndah for the Rev. Mr. Griffith. There are now, therefore, in the Wide Bay and Burnett districts, *i.e.*, the Rural Deanery of Maryborough—18 churches, 6 rectories, and 18 Sunday schools, while in 1881 there were only 4 churches, 3 rectories, and 4 Sunday schools. The great difficulty is to find clergymen to fill the parishes. The churchwardens for 1896 are Dr. J. H. Finemore and Mr. C. D. Forster, while Mr. J. E. Noakes is synodsman and superintendent of Sunday school, and Mr. A. B. Bland, licensed hon. lay reader. Messrs. Braddock, Palmer and Hockley are parochial nominators, and Messrs.

H. Palmer, T. R. Dickins, J. E. Noakes, T. Morton, and T. Braddock trustees of all church property in the parish. There has been a weekly celebration of the Holy Communion at 8 a.m. since 1881, and there are over 250 communicants in connection with St. Paul's Church. There are between forty and fifty Sunday school teachers, and a voluntary choir of thirty under the conductorship of Mr. A. Brooks, while Miss Sarah Thorn presides at the organ. Messrs. Thorn, Bland and Pywell are Parochial Councillors. This district is part of the Diocese of Brisbane under the Right Rev. W. T. T. Webber, D.D., Bishop of Brisbane.

Annual Report, 1896.—"The income received during the past financial year, available for payments of salaries and incidental expenses connected with the church, was £529 4s. 9d., and the disbursements made for the same period amounted to £524 1s. 9d. The particulars of the outstanding liabilities, £63 9s. 11d., are shown in the balance-sheet. The Rector has again offered, in the terms similar to those contained in the Churchwardens' report for 1893, to forego 10 per cent. of his annual stipend for the forthcoming year in order to assist the church funds.

"The Building Committee appointed at last Easter meeting for the erection of a new rectory have to report that the building in Lennox street has been erected at a total cost, including water, gas, &c., of £621 3s. 6d. Seven tenders were received, that of Messrs. Petersen and Sorensen for £559 5s. being accepted. The plan and specifications were furnished by Mr. Geo. Negus, free of cost, and the building carried out under his supervision. To enable your committee to obtain funds, Messrs. Aldridge and Noakes guaranteed an overdraft of £500 to the Bank of Australasia. Promissory notes, amounting to £400, as a counter guarantee to Messrs. Aldridge and Noakes, were given by several members of the congregation, with the expectation that the subscriptions would be forthcoming before the promissory notes matured. £207 18s. 8d. has been received, leaving £425 to be collected."

St. Stephen's Church (Torbanlea), which was opened and dedicated by the Rev. Canon Eva, the Rural Dean, assisted by the Rev. W. Morris and the Rev. W. Marshall, rector of the parish, is the fifteenth church opened for public worship in connection with the Church of England in the Wide

Bay and Burnett districts since 1881. The following are the names of the various churches thus indicated: In the parish of Bundaberg, St. Mark's, Gooburrum; St. John's, Woongarra; St. Paul's, North Bundaberg; St. Mary's, South Bundaberg. In the Gayndah Parish—St. Matthew's and St. Mark's, Eidsvold; St. Peter's, Gympie; St. Paul's, Kilkivan; St. Phillip's, Tiaro. In the Maryborough parish, Holy Trinity, Tinana; St. Thomas', Pallas street; Christ Church, Granville; St. Matthew's, Howard, and Christ Church, Childers. Five rectories have also been built during the same period at Gympie (2), Tiaro, Gayndah and Maryborough. None of these churches, it is pleasant to state, have any debt upon the building fund.

The late W. A. Holme, long connected with Christ Church, Granville, was an earnest worker in a good cause. This church was erected about 12 years ago. At present 90 children are on the roll. Mrs. Holme is still organist. The last annual distribution of prizes was made by Rev. Canon Eva, on the 16th March, 1896.

CONGREGATIONAL CHURCH.

This church was inaugurated by the Rev. J. W. Henry in 1879. After holding services in the Protestant Hall for about a year, a building was erected at the corner of Alice and Fort streets. This structure, capable of seating about 300 people, is much admired for the ornateness of its design and its ecclesiastical style of architecture, and is still in good preservation. In the year 1881, the Rev. J. W. Henry retired from the pastoral charge, and was succeeded by the Rev. J. Whiting. Under Mr. Whiting's pastorate the church prospered till 1886, when—having been much weakened by the retirement of members to form a Baptist church and other causes—it was unable to support a pastor, and Mr. Whiting resigned, and in the following year the church was closed, and remained so till 1891, when, in connection with a "Forward Movement" promoted by the Queensland Congregational Union, the church was re-opened by the Rev. Hopper Joplin, from England, under a three years engagement to the Committee of the Union. After endeavouring for two and a-half years to re-establish the church, Mr. Joplin returned to England. For some months the church was without a

pastor, but through the help of the secretary of the Congregational Union, the Rev. T. E. Peirce, and other friends, it was able to maintain its services. In November, 1894, the present pastor, the Rev. J. Carlyon Harris, of Tasmania, took temporary charge, and after supplying the pulpit for three months, was unanimously invited to the pastorate. Under Mr. Harris' pastorate, the church and its various institutions have been re-organised, and steady progress is being made in all departments.

BAPTIST CHURCH.

The present (Fort street) Baptist Church was formed in September, 1883, during the pastorate of the Rev. B. W. Clinch. The members and adherents at that time met for worship in the Temperance Hall, Richmond street. Twenty-one members were enrolled at the first meeting.

Soon after the church was formed the Rev. B. W. Clinch resigned his pastorate, and went over to the Anglican Church. The Baptist Association then sent up the Rev. J. McPherson from Brisbane, who supplied the vacancy for several months. During his ministry the allotment whereon the church stands was secured for £200, and an effort made to raise funds to provide a building. The friends were so successful in their efforts that in May, 1884, they were able to accept tenders for the new building at a cost of £482.

The plans of the building were supplied gratuitously by Mr. R. Gailey; and Mr. James Robertson, of this city, supervised the work free. The new building was opened for worship on September 27, 1885, by the Rev. Henry Coombs. The first pastor was the Rev. William Bonser, who began his ministry March 7, 1886. He occupied that position till March, 1895, when he resigned and returned to the old country, leaving the church entirely free from debt, and the membership was 107. He received an enthusiastic send-off and purse of sovereigns

His successor is the present minister, the Rev. Charles Boyall, a young man of considerable ability. Under Mr. Boyall's pastorate, the church is making steady progress, and friends are now about to erect a parsonage.

The church has in connection with it a Sabbath school, a Christian Endeavour Society, a Ladies' Sewing Society,



REV. M. MADDERN.

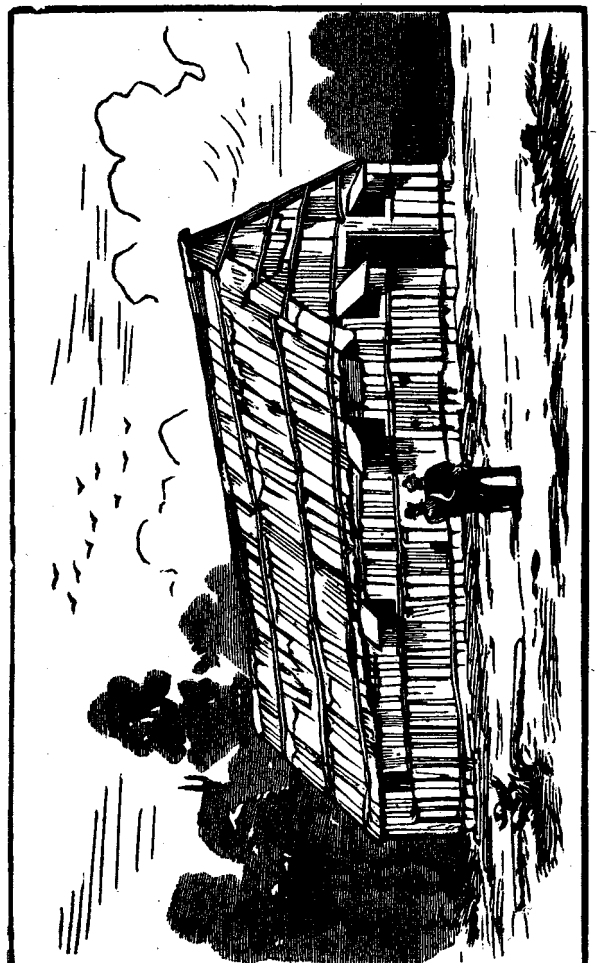
a Zenana Mission Class, a Band of Hope, a Sabbath evening prayer meeting, and also one every Thursday evening.

The Rev. B. G. Wilson, of Brisbane, the Rev. J. T. Hinton, and Rev. J. Wilson were zealous and energetic pioneers of the Baptist Church at Maryborough and Gayndah during 1859, '60 and '61.

WESLEYAN CHURCH.

It has been aptly remarked that the churches of Maryborough are a feature of interest, and in truth it would be difficult to find a place of the same size with more substantial and well-appointed churches in it. The Wesleyan Church, of which we give an illustration, was built in 1883. The initiative of building was taken in hand during the superintendency of the present editor of the Wesleyan journal, *Glad Tidings*, the Rev. M. Maddern. A considerable sum of money was raised, designs invited, and large pipe-organ ordered during his term of office. The actual building and completion, however, were during the Rev. F. Duesbury's term. The Rev. M. Maddern, who was born at Zennor, Cornwall, on July 18th, 1844, arrived in Australia quite young, and began his ministry in the Wesleyan Methodist Church, New South Wales, in 1867. He spent seven years in the Wesleyan Ministry in Queensland, including three years at Gympie, three years in Maryborough, and one in Rockhampton. He was appointed editor of *Glad Tidings*, which has a monthly circulation of ten thousand, in 1886, and still holds the position. A view of the first Wesleyan Church erected at Gympie will show what progress has been made in ecclesiastical architecture.

The old church, which is renovated and used as a school-room, was built in the early days of Maryborough, the plans being drawn by the Rev. Thos. Holmes, who now lives in Leichhardt, New South Wales. The Rev. H. Woodhouse was the first Wesleyan minister stationed in Maryborough ; he was succeeded in turn by the Rev. C. W. Hughes and C. Wiles. The pioneer work of those days was rough enough, but these worthy ministers laid the foundations of the Methodism which is a flourishing force for hundreds of miles around. Their names are still affectionately cherished by old residents, who often speak



FIRST CHURCH, GYMPIE.

of them and their work. One of the oldest of the trustees, Mr. W. Williams, has recently been called to his reward. He was a good and loyal worker, and our Church will miss him much.

The Saturday evening organ recitals in the church attract large audiences week by week, under the conductorship of Mr. R. Jones. These recitals have taken immensely with the public, and have proved no inconsiderable source of revenue to the Trust.

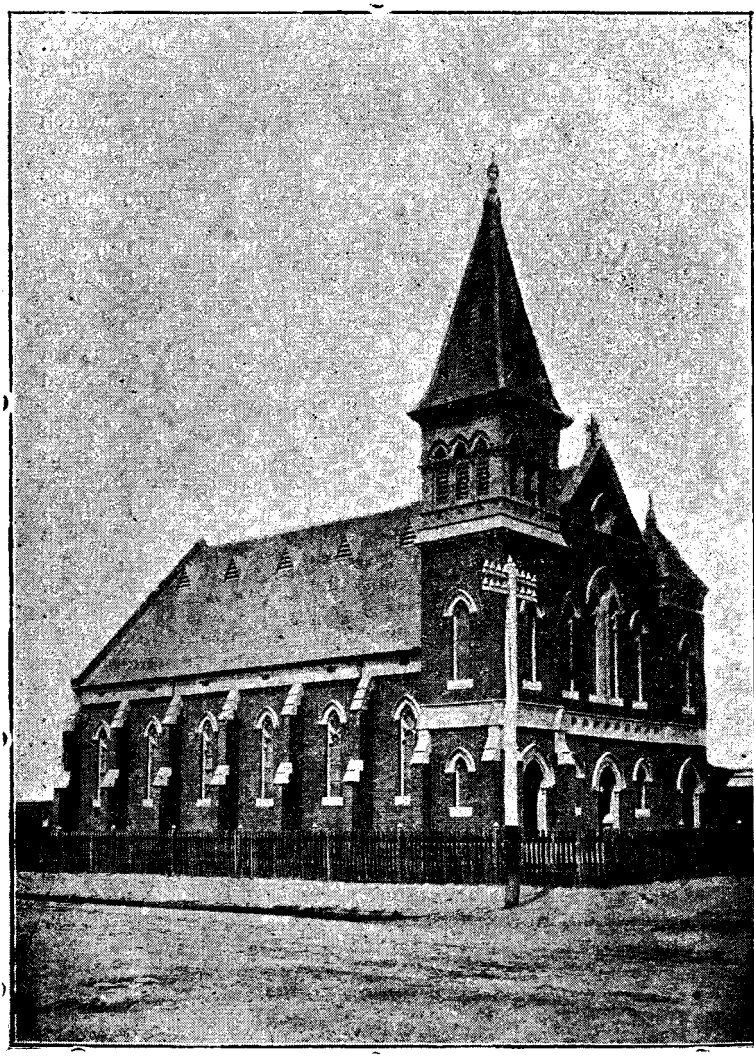
The Rev. Henry Pennington is the minister in charge, and he is doing a good work, with the loyal co-operation of the officers and members of the church.

The land on which the Wesleyan Church was erected was bought from the late Geo. Howard in 1863, when the Rev. H. Woodhouse arrived from England to take the circuit. The first services were held in a vacant building, once a store, in Adelaide-street, next in the School of Arts, and in September, 1864, the new church was opened for worship free from debt. The Sunday school was established in July, 1864, under the superintendence of Mr. J. Gee. After a ministry of two years, Mr. Woodhouse left for Brisbane, and was succeeded in turns by the Revs. C. W. Hughes, C. Wiles, H. J. Lavers, M. H. Parkinson, and M. Maddern. During Mr. Lavers' pastorate the minister's house was built and important additions to the church made. The cost was in a great part defrayed by a bazaar in 1872. The Sunday school, always well attended, has a large library. Mr. R. Jones, the first church steward, is still in Maryborough and connected with this church, as is also Mr. Wiles.

Among early religious denominations may be mentioned the German Lutheran, Rev. C. G. Hellmuth; Particular Lutheran, Rev. C. Copas; Primitive Methodist, Rev. Joseph Buckle and Rev. E. Fuller, Gympie; Deputation from British Conference, Rev. S. Antliff, D.D.; Baptist, W. T. Godson.

ROMAN CATHOLIC CHURCH.

The Sacrifice of the Mass was first celebrated in Maryborough in 1852, in the house of the chief constable (Sergt. McAdam) at the "Old Township." The congregation only



WESLEYAN CHURCH, MARYBOROUGH

numbered thirty souls. In 1856, Dean Hanley accepted the tender of Linklater and Thompson for a wooden church to seat 300 people. It was opened in 1858 by Dean Rigney, and in 1861 Dean Tissot was appointed by Bishop of Brisbane (Dr. O'Quinn) the first parish priest of Maryborough. Gradually the congregation became too large for the old chapel, and in 1869, the first stone of the present handsome church was laid by Bishop O'Quinn. The architect was Mr. Stanley, and the contractors, G. Smith and Jesse Thomas. Dean Tissot superintended the operations of building, which, on its completion, was consecrated by him in August, 1871, assisted by the Revs. Wood, J. J. Horan, M'Guinness, and Rossilini. The church is a brick building of the Early English style, faced with stone, and will comfortably hold about 800 people. Separating the chancel from the nave is a handsome fretted screen, the gift of Dean Tissot to the church, which, in a great measure, owes its erection to his exertions. In July, 1873, Father O'Brien was appointed curate of the parish, and on the recall of Dean Tissot to France, in July, 1875, succeeded him as parish priest. A debt on the church of long standing was more than paid-off by holding a bazaar in May, 1874. The old chapel is now used as a boys' school, and attached to the church is a Convent of the Sisters of St. Joseph, which was established in 1870, and in connection with this is an orphanage supporting eight children. The girls' school, taught by the Sisters has an average attendance of 125, the number on the roll being 200. The clergy in 1867 were Rev. Father O'Brien, Maryborough; Rev. M. Horan, Gympie; Rev. C. Rossilini, Gayndah; Rev. J. Romani, Nanango and Mount Perry.

MISSION WORK AMONG KANAKAS

Was established in Maryborough by the Rev. C. Christiansen. The denomination styling themselves the "Church of Christ," which meets in the Protestant Hall for Divine worship, held a special baptismal service on Sunday, July 5th, 1896, when eight South Sea Islanders, who had previously professed faith in Christianity, were immersed. The hall was filled, many islanders being among the audience. Mr. F. W. Turley, one of our best gardeners, who for years has devoted time to the religious teaching of

kanakas employed on neighbouring plantations, conducted service. In his address he referred to the part the Rev. C. Christiansen had taken in this work while in Maryborough, and how he (Mr. Turley) had since continued the work, which he hoped others would now take up, as he might not be able to continue it much longer. He had been successful in this missionary work among the islanders, and had baptised many of the boys. He defended the sacrament of baptism, as enjoined in Scripture, and asserted that immersion was the mode taught, and not sprinkling by water. Faith and baptism were each necessary, and both commanded by Christ, and no Christian could be worthy of the name who did not confess his faith. The boys to be baptised that day had been taught an intelligent belief in the Scriptures. He had spoken to their employers, and had received high commendation of their good conduct. As for his authority to baptise the boys, he quoted Christ's command to go and teach all nations, baptising them in the name of the Father, and of the Son, and of the Holy Ghost. These were his marching orders which he must obey. Two kanakas afterwards gave short addresses, counselling the candidates to continue in their good work, and see that their names were not rubbed out of the Book of Life. They pointed out that though not white, they were equally the creatures of God, who had made of one blood all the people of earth, and that while their hearts were white, the colour of their skin was of no consequence in God's sight. The boys, eight in number, were then immersed by Mr. Turley, a verse of a hymn being sung after each baptism. Charley Erromango, another islander, spoke, and confessed that before becoming a Christian he had been a very "naughty boy," and had even found his way into the lockup. Now his life was different, and there would be no more lockup for him. The boys spoke earnestly and intelligently, but of course in broken English. The services were concluded in the usual manner.

SOCIETIES, ASSOCIATIONS AND CLUBS.

Wide Bay Pastoral and Agricultural Society.—The offspring of the parent society, which, under the name and title of The Wide Bay Farmers and Planters' Association, had its inception on October 5, 1867, on which date a meeting, convened by Jas. Dowzer, was held. The proceedings were characterized by great enthusiasm. Mr. Dowzer occupied the chair, and the following members were enrolled:—Messrs. Walter Adams, Geo. Richards, James Dowzer, Henry Fox, John Cheyne, Wm, S. Roberts, Geo. Curtis, and Wm. Keith. Mr. Wm. Roberts was elected treasurer, and Messrs. Walter Adams and Geo. Curtis joint secretaries, *pro tem.* The Provisional Committee appointed to form a code of laws and attend to other matters were:—Messrs. Jas. Dowzer (chairman), Jno. Cheyne, Geo. Richards, Frederick Hill, Geo. Curtis, Walter Adams.

The next meeting was held at the Council Chambers, Maryborough, on November 2nd, 1867. Present: Messrs. Jas. Dowzer, Jno. Cheyne, W. Adams, Geo. Richards, Geo. Curtis. Code of rules, prepared by Mr. Jno. Cheyne, on the lines of the Toowoomba and East Moreton Associations, were decided upon, and a schedule drafted. Mr. Elijah Watson was elected a member. From this period the society increased its membership, and its members were as follows on November 30, 1867:—Walter Adams, farmer, Maryborough; Jas. Dowzer, farmer, Maryborough; Geo. Richards, farmer, West Maryborough; H. Fox, farmer, West Maryborough; W. S. Roberts, West Maryborough; John Cheyne, farmer, West Maryborough. From Upper Mary: Elijah Watson, F. Hill Scarva, Thos. O'Neil, jun., Joseph Etchell. From Maryborough: Wm. Ring, Jno. Simpson, Jno. Ingham, Geo. Paul, Nicholas Cocking, Joseph Robinson, — Pendergast, C. S. Hawthorne, J. Meiklejohn, Esq., Martin Braun, F. Wintershield, H. Stoward, R. Abbs, R. B. Sheridan, Geo. Howard, T. Hutchins, J. Rankin, and Joseph Robinson.*

*NOTE.—The author is indebted to Mr. Jas. Dowzer, of Tiaro, for the copy of minutes of the society, the reproduction of which here cannot but be of interest to our agriculturists.

The first general meeting was held at Council Chambers, Maryborough, November 2, 1867. Present: Messrs. Dowzer, Cheyne, Adams, Richards, and Curtis. Rules and code of laws, drafted by Mr. Cheyne, were submitted, discussed, and decided upon, and it was unanimously agreed that the secretary should write to John Eaton, Esq., requesting permission to nominate him as president of the society, and to Mr. Thomson, of Loudon, to be nominated as vice-president. On November 30th the association was in full working order, and its manifesto set forth its objects as the promotion of agriculture and horticulture, and of all articles of manufacture connected with same, by means of periodical meetings for members to mutually interchange ideas on all subjects connected with rural economy, and to foster a spirit of friendly emulation by the institution of one or more competitive exhibitions annually, the same to be field and garden produce, and any description of live stock, dairy produce, machinery, implements of husbandry, &c. Monthly and quarterly meetings were to be held for the reading of original papers, discussions on subjects bearing on the interests of the society, and exhibits made of articles of special interest. The management of the society was vested in a president, vice-president, secretary and committee of five, elected by subscribers at the annual general meeting, except the secretary, who was appointed by the committee. The general meetings of members were held every year in January, when the annual report was read and adopted, officers elected, and other business transacted. No general meeting was considered properly constituted unless nine members were present, though, if such meeting were adjourned, at the next meeting seven members would be sufficient. Entrance fee, 2s. 6d., and annual subscription, 10s.; life members, £5. All payments by the society were by cheques signed by the committee, and countersigned by the secretary. At committee meetings three formed a quorum. On November, 2, 1867, John Eaton, Esq., was appointed president, and Jno. Meiklejohn, Esq., vice-president, and the following elected managing committee:—Messrs. Hill, Cheyne, Adams, Dickinson, and Fox. From this time the society made rapid progress, and its monthly meeting, February 1, 1868, was well attended, and a highly interesting paper read by

Hy. Fox, "On the Cultivation of the Cotton Plant," especially the Sea Island variety, as suitable to the district. Samples of the "White Wantage" and "White Sweet Water" grape were shown by Mr. Cheyne, not for competition. Pineapples were shown by Mr. W. Adams, who took the prize with fine fruit from Mr. Murray's farm, Tinana Creek. Mr. Bromiley proposed, and it was agreed to, that the subject for discussion should be "The Cultivation of the English Potato," and that Mr. Geo. Richards, a successful cultivator, should read a paper on the subject. Some cigars made by W. H. Archer were tested, and pronounced a creditable local production.

On 4th April, 1868, at a meeting, a letter was read from the Hon. Gilbert Elliott, expressing his willingness to become patron of the society. A first prize was awarded by the judges, Messrs. Harwood and Simpson, to Mrs. Dowzer for first-class butter, after which "Dairy Management" was the theme of general discussion.

On May 2, 1868, seven samples of cotton were shown, and submitted to tests by Messrs. Shaw, Butler and Fox, experts. Messrs. Bromiley and E. Watson's were equal in point of excellence, and Messrs. Thos. Watson and Butler in second quality, the land on which their cotton was grown being unsuitable for a first-class article. It was stated there were 36 farms with acreage under cotton, the aggregate amount being 273 acres. Suggestions as to forming a joint stock company to utilise local cotton products was mooted, and a highly instructive paper on "Cotton Cultivation" read by Mr. W. G. Bailey, giving the result of experiments made with Sea Island cotton, New Orleans, and the Kidney-seeded cotton of South America. Suggestions as to starting a branch of the association on the Upper Mary were favourably received. The following were added to membership on this date:—Hon. W. H. Walsh, M.L.A., Messrs. Bromiley, A. McWaters, Shaw, and J. Butler.

On June 6, 1868, during a discussion on "Maize," one cob, exhibited by Mr. E. Watson, having nearly 1,000 grains, whilst Mr. Bromiley showed a sample of 40-bushel corn to the third of an acre. The Tuscarora corn was considered the best of all for meal, though found susceptible to weevil. Fifty bushels per acre was the average crop.

Mr. Ingham exhibited some "Poor Man's" oranges, 2lbs. weight, grown on the Mary River, and demonstrating its suitability for the culture of this fine fruit. The following members were enrolled:—Messrs. G. Douglas, A. Moffatt, W. Carruthers, Joseph Benson, Jas. Rankin, Samuel Bensted, S. A. Fraser, W. Kelly, W. McDonald, and Senior Scott.

July 4, 1868.—"Sugar Cultivation" formed the subject of an interesting discussion, and a highly interesting paper by Mr. Hill, of Scarva, was read. Mr. R. Ferguson, Lumeah Farm, Graham's Creek, submitted samples of Broad Dutch, Virginia, Kentucky, and Havanah tobaccoes in leaf and manufactured, showing the suitability of the Mary River soil for their culture. Messrs. J. E. Browne, E. Martin, and R. Ferguson were enrolled members.

August 8, 1868.—Mr. Cheyne read an elaborate paper to show that "Queensland farmers are in a position to compete advantageously in the cotton and sugar markets of the world, with the hindrances to success." This was negatived by Mr. W. G. Bailey, who, in reply, endeavoured to show that our failure in this respect was want of suitable and well organised labour.

November 12, 1868.—Meeting decided as to desirability of holding public exhibition of general produce, &c., on New Year's Day, 1869, and committee appointed to make arrangements.

January 18, 1869.—Mr. Cheyne appointed hon. sec. at salary of £20 per annum, Mr. Jas. Dowzer, assistant secretary, Mr. Simpson, chairman.

March 22, 1869.—Mr. R. B. Sheridan read a paper on "Breeding and Management of Domestic Fowls." Mr. Howard suggested formation of library, and offered books.

June 28, 1869.—Messrs. R. B. Sheridan and Howard presented several volumes on "Poultry Breeding, Farming and Gardening" to the society. Mr. Cheyne read an interesting paper on "Orchard and Fruit Culture."

November 20, 1869.—Public meeting held, Captain Jeffreys in the chair, to discuss advisability of erecting sugar mill on the Mary River. Messrs. Dickinson, Hill, Howard, and Captain Jeffreys were appointed a committee to communicate with the various engineering establishments as to cost of floating sugar mill capable of manufacturing two tons of

sugar daily. This report was brought up later on, when it was stated that £6,000 would be required. The committee also offered prize of £10 10s. for best plan of mill of suitable power and capacity, and Mr. John Murray, engineer, submitted such plan, but nothing was then done from absence of funds.

At quarterly meeting, June 4, 1870, Mr. Jas. Dowzer read paper on "Dairy Management," the importance of which subject evoked considerable interest and comment.

September 3, 1870.—Mr. Jno. Eaton donated £2 2s. towards prize for best cultivated five acres sugar cane in the district.

November 23, 1870.—Messrs. Barnett and Powell appointed auditors. Mr. O'Kelly pointed out that farming properly conducted would pay, and that with machinery profits on farming produce increase in proportion. This was in contradistinction to the assertion that farming would not pay in these districts.

January 6, 1872.—Several rules were revised, altered, or amended, and the following appointments were made:—President, Hon. W. H. Walsh, M.L.C.; vice-presidents, Wm. Southerden, Peter O'Kelly; treasurer, Hy. Stoward; committee, Messrs. Cheyne, Groundwater, H. Fox, W. Canny, R. Ferguson, Ingham, E. Watson, J. Simpson, A. Dunn, T. Anderson, W. Southerden; auditors, J. Purser and Allbon.

MARYBOROUGH TEMPERANCE SOCIETIES were inaugurated in August, 1872. The first was the

Band of Hope, formed by the United Temperance Societies, in the hope of inducing the young to join it. The first office-bearers were:—President, Rev. M. H. Parkinson; vice-president, J. Pyne; secretary, H. Smith; committee, Messrs. T. P. Peat, E. Whitehead, J. C. Halliday, G. Jones, T. T. Woodrow, R. Jones, W. A. Holme. Meetings were held every alternate Fridays in the Temperance Hall.

About the same period, viz., May, 1872, the

Sons of Temperance, Self-help Division, Maryborough, were organised by the following:—Bros. T. P. Peat, W.P.; H. Turner, W.A.; J. C. Halliday, R.S.; J. Pyne, F.S.; W.

A. Holme, treasurer; Rev. M. H. Parkinson, chaplain; J. Parker, conductor; F. Krebs, A.C.; G. Ree, J.S.; E. Walden, O.S.; G. A. Watson, P.W.P.; Dr. Lane, surgeon. This society met at J. C. Halliday's store, Adelaide street, every alternate Friday at half-past 7 p.m. The Sons of Temperance are a benefit society, founded on strictly total abstinence principles. Founded in New York in September 29, 1842. Eleven years after it spread to England and through the United Kingdom. The Self-help Division was opened in Maryborough by the Rev. E. Griffith, D.M.W.P., father of the present Chief Justice of Queensland, on May 2, 1872. Branches of this society are established throughout the Australian colonies, and the Order is strong in membership.

With equal claims to support are the

Independent Order of Rechabites, District No. 87, Hope of Queensland Tent, No. 6.—Bros. D. M. Crowley, Chief Ruler; W. Blanchard, Deputy Ruler; G. Jones, treasurer; G. Penberthy, secretary. This body meets at the Temperance Hall on alternate Mondays. This "Tent" was opened by Bro. D. M. Crowley on September 16, 1874.

Independent Order of Good Templars, Hope of Maryborough Lodge, No. 14.—Bros. J. C. Halliday, P.W.C.T.; J. B. Price, W.C.T.; Geo. Simpson, W.V.T.; Geo. Clowes, W.S.; G. F. White, W.F.S.; Jno. Hanson, W.T.; Rev. W. T. Godson, W.C.; H. T. Halliday, W.M.; R. Hibbard, W.I.G.; H. Haybittle, W.O.G.; Geo. Walker, W.A.S.; Bro. J. Pyne, W.L.D.; Sister Fanny White, W.D.M.; Sister Jane Cane, W.R.H.S.; Sister S. Gregory, W.L.H.S.

W.C.T. and "Y." Union (Oct. 27, 1876).—The "Y" Union was organised by Mrs. E. B. Harris in 1890, and has now 33 active and 18 honorary members on its roll. The numbers have decreased rather than increased owing to removals from town. Eighteen ordinary and three special meetings have been held during the year. No fresh departments of work have been added to the list this year on account of so few of the members being able or inclined to take active work; still, under the leadership of our energetic and now ex-president, Miss Stupart, progressive work has been accomplished in the four departments undertaken.

The Loyal Temperance Legion, which had been disbanded some six months before, was reorganised by Miss Ferguson last August twelve months, when names of 80 children were placed on the roll. Meetings were held fortnightly until Christmas recess, but were not resumed until May. The children were under a great disadvantage last year, having no appointed leader, but since Miss Ferguson has undertaken the responsibilities of the position with the help of Miss Stupart, all fears concerning its success have vanished. The little ones enjoy and are interested in lessons prepared for them. A tea was given to the children by the members of the Union on the day of reorganisation, and the first meeting of this year took the form of a concert given by "Y" members. The meetings are held fortnightly on Saturday afternoons in the Presbyterian Sunday school-room, which has been given free of charge. We appeal to parents to encourage their children to join this loyal band of young people, and be early grounded in the principles of temperance. The flower mission department is worked by both unions, each taking alternate months, when the Hospital is visited weekly with flowers and texts for distribution among the patients. Twenty-six garments were made and handed over to the Benevolent Society last Christmas for distribution to needy families. Through the kindness of the Press, the superintendent of this department keeps half-a-column in the Saturday's issue of the *Chronicle* supplied with temperance notes, and also sends reports of meetings. Fresh vigor has been given to this branch by the new and able superintendent, Miss Adam.

The special work of the year has been—helping with united temperance meetings; a tableau and concert entertainment, an "at home," a garden party, and collecting for Hospital Christmas dinner. The Union's contribution towards the programme of the monthly united temperance meeting is generally two solos. The usual Christmas tree and tea was abandoned this year on account of the large proportions it had assumed, and instead money was raised for the Benevolent Society—to distribute the gifts among the poor—by a garden party given by the Women's Union and "Y's" combined in the beautiful grounds of the Hon. A. Heron-Wilson, which were most generously placed at

their disposal. As a result £10 were handed over to that society. For several years past the Union has collected for the hospital dinner, but this year with greater success than formerly, £10 being collected for the General Hospital and £2 2s. for the Lady Musgrave. This sum entitled the Union to twenty hospital tickets for distribution.

The balance sheet for the year ended August 31st, 1896, shows total receipts of £21 18s. 5½d., with a credit balance of £3 8s. 0½d.

Ladies' Benevolent Society.—Members:—Mesdames Pryce, Roberts, Knipe, Foran, O'Brien, Brennan, and A. Heron-Wilson. This society has done great good in Maryborough in times of depression, and the ladies who work for the poor and needy are truly "human angels," and deserving of support in their endeavours to relieve suffering and distress.

Excelsior Lodge, Protestant Alliance, No. 1.—Founded 1872. Officers:—D.D.G.M., Bro. J. Harland, P.M.; Bro. W. Holmes; P.M., Bro. J. Linderberg; W.M., Bro. W. R. Baynham; D.M., Bro. Ch. A. Popp; treasurer, Bro. J. Cross; chaplain, Bro. W. Townson; elders, Bros. F. Tooth and J. Kirk; guards, Bros. Gullzow, jun., and W. Gee; secretary, Bro. F. Appel; minute secretary, Bro. T. D. Meares. 350 members. Funds, £1,372. This lodge is reported in a very prosperous condition. During the year 1885 £325 fees were paid to medical officers; £125 to chemists; £350 members' sick pay; £280 funerals and widow and orphan allowances.

Independent Order of Good Templars, Hand in Hand, Lodge No. 30.—Bros. U. Dudley, W.C.T.; J. Kyle, W.V.T.; J. Macnee, W.S.; F. Walker, W.F.S.; J. Cornish, W.A.S.; J. Caruthers, W.T.; J. Wallace, W.C.; E. J. Norris, W.D.M.; J. Randall, W.M.; J. Fisher, W.I.G.; J. Bush, W.O.G.; Sister Watson, W.R.H.S.; Sister Kyle, W.L.H.S.; Bro. Geo. Jones, R.W.C.T.; Bro. H. Smith, D.G.R.C.T.

I.O.G.T., Haven of Rest Lodge, No. 37.—Bros. J. Maxwell, W.L.D.; D. Watts, P.W.C.T.; W. Elliott, W.A.S.; A. Good, W.C.T.; F. Neale, W.M.; E. Good, W.D.M.; H. Neale, W.C.; J. J. Chisel, W.S.; —. Hawke, W.I.G.; G. Randall, W.V.T.; Picken, W.O.G.; —. Crookall, W.F.S.; J. Montgomery, W.T.; Sister Maxwell, W.R.H.S.; Sister

S. Neale, W.L.H.S. Meetings held at Baptist Chapel, Lennox street, on Wednesdays, 7.30 p.m.

I.O.G.T., Star of Denison Lodge, No. 31.—Bros. J. Allen, W.C.T.; M. Nugent, F. Crefcorn, W. Sim, J. Bradburn, Jno. Gillies, A. Cain, M. Allen, H. Bacht; Sisters Christie, J. Phillips, H. Armitage. Meetings at Mary River Sawmills, Saturdays, at 7.30 p.m. The I.O.G.T. Societies were founded in America in 1861, and extended to Queensland in 1870, the Maryborough circuit being established in 1872.

Maryborough Sailing Club.—Members:—Messrs. G. A. White, M. Kreiger, W. B. Mellor, E. Booker, A. Horsburgh, and others. The club holds its annual regatta in Hervey's Bay, at which some spirited competitions take place, and a healthy rivalry is maintained.

General Gordon Lodge, P.A.F.S.O.A.—Hold meetings in the hall, North street, Maryborough. Officers:—D.G.M., Bro. T. Harland; P.M., Bro. T. Turner; P.M., Bro. R. Eadie; W.M., Bro. F. Ward; D.M., Bro. J. Smoothy; treasurer, Bro. J. Wilson; chaplain, Bro. J. Birtles; elders, Bros. E. P. Wissman and D. Groundwater; guards, Bros. J. W. Wegner and H. Hendrickson; minute secretary, Bro. B. Leighton; secretary, Bro. A. Hall. The latest returns show that the lodge is in a sound financial position, with increase of members. A neatly designed jewel was presented, on February 7, 1896, to P.M. Bro. A. J. Martin, in recognition of his services and interest in the Lodge. Many social gatherings take place in the hall in which the members mostly assist, Mr. A. Hall, the secretary, usually arranging the musical programme with great success.

St. Helen's School.—Committee:—R. McGuigan (chairman), C. Ramussen (secretary), W. Fuchs, W. C. Schmidt, O. Sommerfeldt, G. Cottam, G. Scammels; Mr. and Mrs. Breen, teachers.

Waratah Cricket Club.—President, E. H. Beames; vice-presidents, G. Harrop, sen., J. Blanchard, H. Brabazon, J. Templeton; secretary and treasurer, H. Maxwell. Twenty members. Finances good. Last balance sheet credit of £10 4s. 5d.

Lady Musgrave Lying-in Hospital.—President, Mrs. H. J. Gray; vice-presidents, Mrs. Corser and Mrs. White; hon. treasurer, Mrs. Jas. Fairlie; hon. secretary, Mrs. Wilmott; hon. visiting surgeon, Dr. Luther; hon. surgeons, Drs. Garde and Robertson; hon. auditors, G. H. Burn and Netterfield; committee, Mesdames Banbury, Corser, Styles, Dryden, Gray, Hodnett, Hyde, Ramsay, White, Wilmott, and Wotherington. Report satisfactory; 521 patients treated.

Maryborough Carlton Cricket Club.—Patron and president, ———; vice-president, ———; secretary, ———. members, W. Kinsella, F. Ingram, A. Korber, H. Bonarius, W. Foreman, J. Daley, J. Cummings, T. Ferguson, J. Wilson, J. Schrempf, S. Robertson, B. McKenna, R. Carroll, O. Heselwood, W. Griffith, T. Mears, T. Davis. Averages —highest scores for season 1895-6, batting: W. Kinsella, 265, F. Ingram, 267; H. Bonarius, 120; J. Cummings, 111.

Liedertafel Society.—A strong musical combination, whose efforts are highly appreciated. The members are:—Messrs. A. and W. Brooks, Oxley, Fulcher, Dryden, J. Walker, S. Murdoch, H. Morton, T. White, F. Ward, —. Maxwell, D. Woodrow, J. Stumm, and —. Brereton. Members reported on the increase.

Maryborough Musical, Instrumental and Vocal Entertainers (assisting at local concerts, socials, dances, &c.).—Dr. J. Finemore, Miss —. Finemore, Misses S. and L. Thorn, M. Thomson, Dickins, B. Dickins, Noakes, M. Hyne, Anderson, Mrs. Aitken, Wiles, S. Banbury, Mrs. Banbury, A. Raverty, Messrs. Thomson, Royle, A. Brooks, Fowles, Martin, Smith, Pywell, Russell, Cole, D. Raverty, Jones, T. Miller, D. Woodrow, Mrs. E. R. Woodrow, Wegner and McLean, Mrs. McDowall, Misses Groundwater, McGhie, and Blanchard; instrumentalists, Herr Geyger, A. Glegg and Son, —. Oxley, H. J. Missing, Alf. Hall; Advance Band, 16 performers.

Caledonian Society is, as its name implies, essentially Scotch, and strongly supported by many of the sons of Caledonia, who yet cling with affection to the customs and ceremonies of the "land of the mountain and the flood," and the national gatherings and sports which take place

strongly savour of auld Scotia, whilst at the grand banquets in honour of Scotland's patron saint or in memory of Robert Burns, the "gathering of the clans" is in advance of that which takes place in other northern towns. The Hon. A. H. Wilson, M.L.C., is a patron of the society, and Mr. Jonathan Murray is much in evidence as president at all times. The following officers have been appointed for the ensuing twelve months :—President, Mr. John Murray; vice-presidents, Messrs. F. E. Smith and Jas. Sim (tertius); secretary, W. R. Mitchell; treasurer, C. L. Gibson; committee, Messrs. Jas. Murdoch, W. Kerr, S. Murdoch, A. Campbell, A. Dunn, J. Blackley, T. Miller, W. S. Sim and Jas. Sim; auditor, J. S. Bartholomew.

Juvenile Court of Foresters.—Committee (Female), Sisters Jackson, P.C.R.; Reid, P.C.R.; Byrnes, P.C.R.; Renny, S.W. Committee (Male), Bros. Robbins, P.C.R.; Riesenere, C.R.; Loveday, S.C.R.; Morrison, P.C.R.; W. Deans, P.C.R.; Bro. Morrison, secretary. In 1895, 125,670 juvenile members. Funds, £164,890. During 1895, 6,825 members were transferred to adult courts, and 15,637 new members joined.

New Court Rose of Cordalba, A.O.F.—Founded June, 1896. Officers :—Bro. Callan, C.R.; Bro. Goodliffe, S.C.R.; Bro. Brown, S.W.; Bro. J. W. Killick, J.W.; Bro. Russell, S.B.; Bro. Duncan, J.B.; treasurer, Bro. Jeffries; secretary, Bro. Ewing; Bros. F. Peoppel, and I. Pothecary.

Railway Servants' Friendly Society; established 1894.—President, W. Holmes; vice-president, B. Leighton; treasurer, W. Purdie; Secretary, C. E. Woolcott; trustees, W. Holmes, W. Purdie, and T. Warner; auditors, B. Leighton and J. Walker. Society reported in flourishing state and doing useful work.

Local turf matters have always excited attention of the larger portion of our population, and from its inception Maryborough racing has been in good hands, and its patrons and supporters leading members of society. Since the winter meeting of the Jockey Club in June last, turf matters have been quiet, but interest is now being evinced in the Christmas and New Year meetings which usually pass off with *eclat* and attract many visitors. Local horses are well cared for by an experienced trainer, Mr. E.

Hastings, who has now several well-bred horses under his care, and a visit to his stables in Ellena street, Maryborough, will prove that Wide Bay can produce racing stock superior to most other localities in Queensland.

Maryborough Jockey Club.—President, Dr. H. C. Garde; vice-president, W. J. McGrath; committee, Dr. Garde, W. J. McGrath, M. A. Phillips, W. Burke, T. B. Smyth, J. Perel, P. Tuohy, H. E. Bray, J. Mahoney; treasurer, M. A. Phillips; secretary, A. Boldery. Membership nearly 100. Local racing dates back to the early sixties, when some good contests took place privately between stockriders and others, not on regular course but in the bush, and it remained for a modern period to bring racing matters to perfection. The Maryborough Racecourse is situated about 1½ miles from the post office, on the main road to Pialba, and consists of level ti-tree land, owned by the Municipal Council of Maryborough. The course is about nine furlongs round, and considered one of the best and fastest in the colony. There is a splendid grand stand capable of seating 500 people; the usual sheds at the back are enclosed with galvanised iron, in which is the totalisator shed alongside the course, and jockey stand. Underneath the grand stand is the publican's booth, weighing room, ladies' room, and conveniences. There is a training track on the outer edge of the course proper, always in good working order. The club generally holds about four meetings annually, the annual two days' meeting taking place about the middle of June.

Football clubs of Maryborough comprise—Comets, Wallaroos, Rovers, Turkeys, and Senior Turkeys, Vic's, and others, all full of life and vim, and eager to sustain the honour of their respective factions. Well contested matches have been played on the Show grounds. Visitors are treated with civility, and find a hearty welcome from the local clubs. The rough-and-tumble play so noticeable elsewhere is not common to Maryborough, though when the "locals" come into collision with the Gympie Hornets the game is not decided without smart play. Colours, Turkeys, chocolate and blue.

Gympie Hornets.—T. Malony, Collins, J. Hopper, Arthur Henderson, G. Hopper, Jem Ferricks, Alex. Henderson, W.

Snell, Jack Ferricks, G. Hopper, Hogan, J. Hickey, J. White, W. Snell, F. White, J. Henderson, G. H. Tozer (captain), T. Hourigan, Brunkey, H. Liddy, Dunston, A. Greaves, H. King, E. Brennan, J. Goodwin, R. White, McCurley, H. Harricks, J. Butler, F. Fraser, A. Byrne, H. Kingston, G. Hopper, Hogan, F. Ivory (captain). A well-contested match was played between this club and the local Turkeys at Maryborough July 5, 1896. A hearty welcome was accorded the visitors by Mr. J. M. Stafford, Mayor, President Rugby Union, and the proceedings were characterised by perfect order and good feeling. The Turkeys, who made 6 goals to Gympie's *nil*, naturally felt inclined to "gobble up" their friendly antagonists.

Wallaroo Football Club.—Patrons, H. Reid and Jno. Bartholomew, Esq., M.L.A.; president, Dr. H. C. Garde; vice-presidents, J. T. Annear, M.L.A., Jno. Macalister, M. A. Phillips, H. A. Jones, G. H. Burn, E. Booker, jun., G. Horsburgh, G. C. Forester, R. Hart, H. Burn, jun., C. Hodnett, N. Tregea, R. Pywell, P. Touhey, J. Kinne, N. Tooth, M.L.A.; vice-presidents M.R.U., H. A. Jones and Jas. Sim (tertius); general committee, Messrs. Kenna, Simpson, Cottam, Elford, Wilson, Gillies, and Robertson; selection committee, Messrs. Lennon, Challands, and Kenna; delegates, Messrs. Campbell and Kenna; secretary, A. G. New; treasurer, Mr. Jas. Binnie; auditors, Messrs. Johnston and T. Wilson.

Maryborough Gymnasium and Athletic Club.—Patrons, Jno. Bartholomew, Esq., M.P., H. E. Aldridge, Esq.; presidents, Jno. Bartholomew, Esq., M.P., C. S. McGhie, senr.; vice-presidents, J. M. Stafford, Esq., W. Walker, J. Thompson, H. E. Bray, M. A. Phillips, E. Booker, jun., Jas. Hockley, Dr. Penny; committee, J. Marshall, A. Blanchard, M. Boge, H. Menzies, A. McWalters, E. A. Bryant, R. Dunlop; hon. secretary, R. Kerr; hon. treasurer, W. Watson; hon. auditor, D. Whitrow.

Advance Brass Band.—Bandmaster, Mr. A. Hall. Sixteen members. Discourse sweet harmony gratuitously in the Botanic Gardens. The object of this musical combination is to provide harmony for the town and assist in charitable and other objects, and it is satisfactory to know that it has increased the funds of most of our charitable

institutions. The support accorded to the band has not been so large as could be desired, and suggestions have been made that the local municipal council might endow the body.

Licensing Bench. — G. L. Lukin, Police Magistrate; Hon. A. H. Wilson, M.L.C.; Inspector, Senior-sergeant Gallagher; Members — C. E. S. Booker, Jas. Hockley, T. Braddock, Geo. Stupart, E. A. Weinberg, Jno. Donnelly, Jas. Mahoney, Burrum; J. F. Wood, Granville; W. Cran, Isis; J. Park, Tinana; H. J. Fevre.

Hospital Committee.—Chairman, E. B. C. Corser; Jas. Hockley, W. Hatton, Dr. Garde, R. Creaser, T. B. Smythe, Jno. Graham; secretary, Jas. Marsden; head nurse, Miss Pollock.

2nd Queensland or Wide Bay and Burnett Regiment; headquarters, Maryborough.—Majors: N. E. N. Tooth (prov.), Feb. 8, 1886; W. Ferguson (prov.), Dec. 7, 1889. Capts.: J. H. Harricks, July 7, 1885; W. H. Purser (*Adjutant*), May 14, 1890; A. D. Harrap, Nov. 12, 1887; Jas. Woodrow, July 20, 1889; C. D. W. Rankin (prov.), Jan. 31, 1890; J. F. Boreham (prov.), May 22, 1890. Lieuts.: F. C. Walker, July 7, 1885; J. A. Fairlie, June 16, 1888; J. T. Wearin, June 16, 1888; Silas Harding, Nov. 24, 1888; Wm. Wooley (prov.), Sep. 15, 1888; T. J. G. Mattinglay (prov.), Mar. 5, 1890; W. C. Harvey (prov.), Mar. 31, 1890; W. R. Withrington (prov.), Sept. 3, 1890. Adjutant: Captain W. Henry Purser, Jan. 19, 1887; Captain, Feb. 8, 1886. Quartermaster: John Graham, Hon. Lieutenant, March 11, 1887.

Good Intent Lodge, M.U.I.O.O.F.—Officers: H. Borey, N.G.; Peter Hansen, V.G.; P. C. S. Willey, secretary; P.C.M. Walter, delegate.

Maryborough Gymnasium (20 members).—H. Aldridge, patron; Jno. Bartholomew, Esq., M.P., president; C. S. McGhie and J. M. Stafford, vice-presidents; A. McWalters, acting secretary. H. E. Bray, M. A. Phillips, E. Booker, junr., Jas. Hackley, Dr. Penny. Committee: J. Marshall, A. Blanchard, M. Boge, H. Menzies, A. McWalters, E. A. Bryant, R. Dunlop. Hon. Secretary, R. Kerr; Hon. Treasurer, W. Watson; Hon. Auditor, D. Woodrow.

Court Robert Bruce, A.O.F.—C. R., Bros. W. Risemere; S.C.R., A. Loveday; S.W., H. Sewell; J.W., A. Webb; S.B., G. Bennett; Secretary, R. Morrison; Assistant Treasurer, R. Deans; Auditor, H. Sewell; Medical Officers, Drs. Luther and Robertson.

Union Football Club (Association Rules).—Patron, J. Bartholomew, M.L.A.; president, W. A. Adam; vice-presidents, Messrs. Bray, Stafford, Ramsay, W. Dean, and T. R. Shelley; secretary and treasurer, S. J. Ross; captain, J. McCosh; vice-captain, G. Wilson; committee, Messrs. Dean, Wilson, McCosh, and S. Shelley; selection committee, R. McNab, T. R. Shelley, and Dean. During the past season this club was successful in winning the Association trophy, medals and badges being given to the winners. Among new members are now several well-known Rugby players, who are a great acquisition. During the season thirteen matches were played, in which the club secured 49 goals, their opponents scoring 12—a record for the colony. Treasurer's report shows an income of £16 9s, expenditure £13 6s; credit balance, £3 3s, which is considered satisfactory.

Maryborough Naval Brigade numbers three officers, one instructor, and 30 petty officers and seamen.

Wide Bay and Burnett Cricket Association.—President, John Bartholomew, M.P.; vice-president, J. E. Noakes; secretary, A. Hall. Large and increasing membership.

Maryborough Naval Brigade—Members: A.B. C. Hume, A.B. H. Whitaker, A.B. M. McGann, A.B. F. Bolwell, A.B. Jas. Bayley, A.B. Jno. Bailey, P.O. R. Massingham, P.O. T. Concannon, A.B. W. Walding, A.B. W. Cleary.

Gympie Mounted Infantry—Corporal Lee, P.R. Sergeant A. R. Ranson, Private T. McKewen, Private T. McDonald, Corporal H. Walker, Sergeant J. Bertwistle, Private B. Rissing, Lieut. S. A. Toyer, Private S. Drew, Sergeant Glasgow.

Matches between these companies and others have frequently taken place, the friendliness which characterises such contests being greatly appreciated.

C Company, Maryborough.—Sergeants, W. Lambert and A. Loveday; Lance-corporal Strandquest; Privates J. Bull, W. Morris, F. Fillipi, F. Payne, T. Ogden, A. Morris. Ranges are 300, 500, and 600 yards.

Bundaberg Mounted Infantry.—Lance-corporals Faulkner and Jamieson; Sergeant-Major Lacey; Privates B. Walk, C. Lambert, Egan, Phillipofsi, Lyons, and Soppa; Sergt. Holtz.

I. O. Rechabites.—Officers: C.R., Bros. A. J. March, A. Charteris; C.R., J. Mitchell; D.R., E. Meredith; Secretary, F. Angell; Assistant Sec., W. F. Jones; Treasurer, W. J. Taylor; Writing Steward, T. Davis; Money Steward, P. Simpson; Levite, J. Ryland; Guardian, C. Gibson; Supporters C.R., C. Thorn and Croft; D.R.'s, T. Rogers and Bingham; Auditors, C. H. Holt and A. Charteris. Lodge reported to be financially good.

Oddfellowship in Maryborough dates back to 1865, when a branch of the Independent Order Manchester Unity, Loyal Perseverance Lodge No. 5, was established in Maryborough. Four years later the Oddfellows' Hall was erected in Adelaide street. Early records give the following as officers, &c., of this body: Bros. Geo. Jones, P.N.G.; Wm. Dawson, N.G.; David B. Hunter, V.G.; Chas. Walrell, E.S.; R. Patterson, L.S.V.G.; Samuel Budge, R.S.N.G.; P. Mennie, warden; Jacob Thurecht, L.S.N.G.; R. Bow, tyler; Joseph Pincher, R.S.V.G.; J. L. Cunningham, F.S.; Jesse Gibson, treasurer; trustees, J. L. Cunningham, F. Itztein, and Jas. Graham. Lodge meets every alternate Monday at Oddfellows' Hall. Number of members, 110. Accumulated capital, £530.

Masonic.—At the annual installation, at the Oddfellows' Hall, of Lodge No. 811, S.C., for 1896, the following officers were elected, R.W. Bro. Jas. Spiers, P.M., D.D.G.M., officiated, assisted by W.B. D. Jaffrey, P.M.S.M., R.W.M. Bro. Wm. Wilson; J.P.M., Bro. D. Jaffrey; S.M., Bro. J. Fraser; W.S.W., Bro. J. Templeton; W.J.W., Bro. J. T. Wearin; chaplain, Bro. N. Tregea; secretary, Bro. G. Ross; treasurer, Bro. G. Copp; S.D., Bro. W. Smith; J.D., Bro. E. S. Taylor; I.G., Bro. D. Young; steward, Bro. G. Anderson

Independent Order Oddfellows, M.U.—Yengarie, Brisbane District, No. 99 (1875). Officers: Bros. J. Blanchard, G.M.; J. Mahoney, N.G.; J. Cran, V.G.; W. W. Campbell, E. and F.S.; R. Cran, senr., lecture master; M. Carroll, R.S.N.G.; D. Colley, L.S.N.G.; J. Picking, R.S.V.G.; R.

Aitken, L.S.V.G.; G. Thompson, warden; J. Topping, conductor; C. McNalley, tyler. Number of members, 37; honorary member, 1.

St. Patrick's Catholic Benefit Society, established 1876—President, J. Cleary; vice-president, T. Buckley.

British-Israel Association.—(Founded 1890).—President, E. Melksham; vice-presidents, Messrs. Hubbart and Holcroft; secretary and treasurer, R. Eadie; librarian, A. Brown.

W. C. T. Union (otherwise the Women's Christian Temperance Union), established for the overthrow of drink, gambling, and immorality in Maryborough, has been a great success. Motto: "For God, Home, and Native-land." Badge: a white ribbon bow. Meets usually at the School of Arts, where visitors (on first and third Mondays in the month) are cordially invited. The work of the society has been very satisfactory, and there is a large membership. President, Miss Stephens; treasurer, Mrs. Walker; secretary, Miss Hinsch.

The attendance of scholars at the Munna Creek Provisional School having increased rapidly, the Education Department improved the teaching staff and rated it as a State School in July, 1896.

Corporal Eva, of the Grammar School Cadet Corps, was awarded prizes for the best shot and marksman. This is creditable to the son of a Canon!

Dancing Classes.—Mrs. Aitken, teacher; Ellena street. Elementary and juvenile.

Among first-class *Private Ladies' Schools* may be mentioned that of Mrs. Barnett, wife of Mr. J G. Barnett, opposite Maryborough Reserve. Musical instructors are C. S. Oxley, Markt, Geyger, and Missing.

Gymnasium Club.—Mr. C. S. McGhie, secretary and treasurer of this club, having resigned in consequence of leaving Maryborough (in March, 1896), was elected a life member of the club and presented with £5 5s. by the members.

Gayndah Railway Association.—Members:—E. B. C. Corser (chairman), H. M. Ramsay, M. Dawson, A. E. Kemp, E. A. Hyde, G. Horsburgh, W. H. Williams, D. Gardner, P. Brennan, S. Mansfield, C. Rabaa, J. Marsden, and others.

AMUSEMENTS.

Maryborough is not behind in this respect. Pleasant outings and harbour excursions are of constant occurrence, and the "Muriel Bell," a handsome seaworthy craft, is in constant requisition in clear and exhilarating weather. The trip to the "Heads," or White Cliffs, in the bright moonlight, is well worth remembering; and during each year numbers of these enjoyable excursions, at cheap rates, take place. Healthy rivalry is maintained between the steamers "Muriel Bell" and "Lewellyn" on holidays, both well patronised, and no casualties have been reported.

At the Newtown Gymnasium several attractive tournaments have taken place. Boxing is to the front, and the "fancy" have tried conclusions to their hearts' content.

The Maryborough Operatic Society, which has been recently augmented, is very popular in the community, and has done much to popularise good music.

Since our Biographical Notices went to press, we regret to learn of the death of Senior-sergeant Gallagher, on March 3rd last. The deceased had for months past been in precarious health, which caused much anxiety to his family and a wide circle of friends. The sad news will be received with deep regret, not alone in Maryborough, but by scores of old identities throughout the Burnett and Darling Downs districts. Born in Donegal, he early joined the Royal Irish Constabulary in Dublin. In 1862 he arrived in Queensland, and joined the Mounted Police, then doing hard pioneering work, of which a full share fell to the late senior-sergeant, then working between Toowoomba and the New South Wales border. In 1867 he was selected to form one of the gold escort from Gympie to Maryborough. In 1870 he was appointed to Bundaberg, and "blazed" the first track thither. Shortly after he went to Gayndah, and during the next ten years visited on duty every part of the Burnett District. He was next transferred to Howard, and in 1885 appointed to Maryborough, and at the time of his death had been about 33 years in the Queensland Police Force. He was a zealous officer, well informed, and of kindly disposition, and invariably earned the respect and esteem of all who knew him. He leaves a wife and grown-up family surviving.

PART VI.

LOCAL INDUSTRIES.

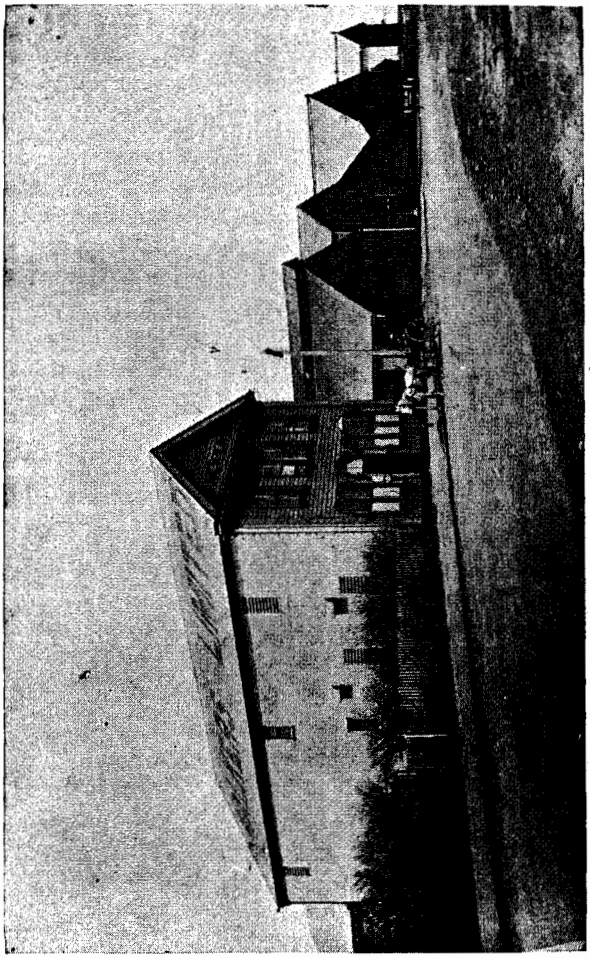
Walkers Limited.

THE largest industrial concern in Maryborough, and possibly in the colony of Queensland, is that of Walkers Limited, ironfounders, engineers, bridge and shipbuilders. Established in a small way in 1868 as a branch of the then parent establishment of John Walker & Coy., of Ballarat, Victoria, the works have grown year by year, until they stand pre-eminent among the industries of the colony. Many of the most important public and private undertakings in Queensland have been entrusted to this Company, and the name of Walkers Limited is to be found stamped on railway bridges, dredges, dredge plant and mining machinery, from one end of the colony to the other. During the first decade the operations of the Company were confined to miscellaneous ironwork and mining and sugar machinery, but in 1878 contracts with the Government for the building of dredges, steam hopper barges and tug steamers made it necessary to plan out and erect large shipbuilding yards. This was accordingly done, and two fine dredges—the "Maryborough" and the "Saurian"—were subsequently launched from the yards, the workmanship meeting with the warm approval of the Government officers. Work of a similar kind followed speedily, and eight steam hopper barges and two steam tugs were soon launched from the stocks. The Company also undertook the task of building a lighthouse on the North Reef, some thirty miles from Keppel Bay, a work which under considerable difficulties was carried out successfully, and proved an immense advantage to oversea shipping. The Maryborough and the Gympie Gasworks were the production of the Foundry, and the whole of the ironwork for the bridges of the Bundaberg-Gladstone, Cairns, Croydon and Cooktown railway lines bear Walkers' impress. Ironwork for the Boyne and Kolan

railway bridges was also constructed by the Company, while they supplied all the substructure and cylinders for the Burnett Bridge, and now have in hand the contract for supplying all the cylinders and ironwork for the Pioneer Railway Bridge. They have just completed the important work of supplying all the cylinders for the new Victoria Bridge in Brisbane, now rapidly approaching completion.

The more important work in connection with the gold-fields of the colony has fallen to Walkers, including the fine winding engines and gear used by the well-known Mills' United Mine, as also winding plant for Brilliant Extended and Phœbe mines, all of Charters Towers. A sectional engine and portable battery were recently built for the Walter Hodgson Gold Mines, Ltd., of Goldsborough, near Cairns—a special feature of this machinery being that no part weighed more than 4 cwt. to enable its being transported on horse or muleback over the rough ranges. A fine pair of winding engines has just been completed for the Brilliant Central of Charters Towers—in fact Walkers' quartz crushing batteries and winding engines are to be seen on nearly every goldfield throughout Queensland.

Sugar machinery constitutes a speciality of this Company. In addition to supplying all the ordinary machinery for some years past for the various district sugar mills, they have, since the inception of the Central Sugar Mills Guarantee Act, been eminently successsful in securing several contracts for Central Mills. The Marian, Mount Bauple, Gin Gin, and Plane Creek Central Mills have been successfully turned out, the Proserpine Central Mill is nearing completion, and the contract for the Isis Central Mill at Cordalba has just been secured. The machinery for these mills comprise all the modern up-to-date improvements, &c., consisting of triple effet evaporators, vacuum pans, filter presses, mechanical strainers, clarifiers, continuous subsiders, cush-cush elevators, automatic megass stokers, mechanical megass pushers, cane carriers, macerating carriers, &c., &c. In addition to the foregoing a juice mill of the most modern design, and replete with latest improvements, was erected by this Company some years ago at Doolbi; also a complete sugar mill plant, on similar lines to the Central Mills, has been completed and erected for the Maryborough Sugar Factory, Limited,



WALKERS LIMITED.

while a third new cane mill for Messrs. Gibson & Howes, of Bingera, is in hand and well on the way to completion.

Walkers Limited have during the year (1896) added a new and important branch to their already extensive and thriving industrial manufactures. They were the successful tenderers for the construction of thirty locomotives for the Government, and are now actively engaged on the work. It is expected that the first two engines will be ready to leave the works by the end of the year.*

The principal engineering works are in Bowen street on a commanding site, and occupy an area of about five acres of ground, the major portion of which is roofed in. In the smithy are three powerful steam hammers and ten fires, together with wrought-iron scrap furnace, where the Company make their own forge-bars. The moulding shop is 165ft. long by 80ft. wide, and here the metal and coke are hoisted by power to the cupolas; there are two furnaces capable of melting fifteen tons per day. The shop is fully equipped with travelling cranes, core-drying stoves, and all necessaries. A cast-iron patent collapsible core is used daily in the making of cylinders, and the saving in bricks and labour is very considerable. Adjoining the moulding shop is the pattern store, containing the accumulations of twenty-five years. In the pattern-makers' workshop there is a Yankee trimmer, a labour-saving machine of very ingenious type, planers, bandsaws, circular saws, and all modern appliances. The tool shop is well supplied with modern machines of the most approved workmanship, containing among others, a large face lathe capable of taking 20ft. in diameter, heavy planing machine capable of working 5ft. square, milling machine, while there are numerous lathes, planing machines, slotting and shaping machines, radial drills, gear for turning bridge cylinders, &c., &c. In the brass moulding shop are three annular furnaces (Fletcher's patent), and close by is a well-appointed coppersmith's shop. On each side of the tool shop are galleries fitted with small lathes, screwing, drilling, and milling machines. One gallery is set apart as a brass-finishing department, and the Company justly pride themselves on the excellent way in which all brasswork leaves

* The first locomotive was successfully completed and made its trial trip on January 13th, 1897.

their establishment. Overhead travellers are in every part of the foundry. The erecting shop has two very powerful overhead travelling cranes and six smaller ones, and all requisite appliances for handling heavy machinery—among others may be mentioned a hydraulic press for pressing sugar mill rollers on to their shafts, and is capable of exerting a pressure of 200 tons.

The latest addition consists of a spacious new smithy, measuring 180ft. by 66ft., just erected ; this will be equipped with about 20 fires.

In the shipbuilding yards, situated on the banks of the river, there are three overhead cranes, large plate-bending furnace, hydraulic boiler-rivetter, capable of exerting a pressure of 60 tons, three portable hydraulic rivetters for bridge work, plate-rolling mill with necessary shearing and punching machines driven independently, straightening machines, radial drills, multiple and countersinking drills, and a special machine for boiler drilling. These yards cover six acres of ground and are connected with the principal works in Bowen street by tramway. On the river bank are fine wharves, stores and everything necessary for the conduct of a shipping business of very large proportions. There is a branch of the Maryborough-Brisbane Railway laid into the shipyard, thus affording perfect communication either by rail or water. The offices in Bowen street are well lighted, roomy and comfortable, while upstairs are spacious rooms where all the varied draughting of the Company is carried out.

In 1884 the business was converted into a limited liability company, with a capital of £100,000, of which £63,730 is paid up. Over 400 men are employed, and many of the employees are shareholders in the concern.

Vulcan Foundry,

Established by R. Hughes and Co., in 1874, is in Richmond street, Maryborough. The main building is upwards of 200ft. long by 80ft. wide, with pattern-shop 50ft. long, and side skillions adding a further width of 15ft. This is divided into a moulding shop (60ft. long), turning, erecting and carpenter's shop. A large brick drying-house in the moulding shop can take moulds for castings 12ft. wide, and a powerful travelling crane is used for lifting and

conveying castings and ladles of molten iron. Two cupolas are employed in reducing the iron to fluid condition. Mr. N. E. N. Tooth, M.P., is now part proprietor of this extensive foundry, which has turned out some of the principal mills and castings in the district.

The Aldershot Smelting Works.

The smelting works of the Queensland Smelting Co., Limited, are situated six miles from Maryborough, on the Maryborough-Bundaberg Railway, and are connected by rail with the wharves, as well as the whole railway system of the southern colonies. Aldershot is thus directly connected by rail with New South Wales, Victoria, and South Australia. The Company is the only one in Queensland carrying on a general ore-buying and smelting business, and the works are complete with all modern appliances and apparatus for the economical treatment of all classes of ores containing gold, silver, lead, and copper. The works have always made a speciality of the economical treatment of auriferous concentrates and auriferous complex ores, the gold extraction of which is being guaranteed in some cases up to 97 per cent., and may be taken for larger parcels at an average of 95 per cent. of the assay value of the ore. Auriferous material of the most complex nature is being treated at the works from all parts of the Australian colonies, so that the works have been enabled to produce for the past year 20,637oz. of fine gold, while the total turnover for all metals—gold, silver, lead, copper—during the same period reached £118,000.

The head office of the Company is under the management of Mr. C. C. Rawson, secretary, at 34 and 36 Gresham street, London, E.C. Messrs. N. M. Rothschild and Sons are their financial agents and bullion buyers in London. The practical management of the business in the colony is in the hands of Mr. E. A. Weinberg, E.M., managing director for the Company. He has been at the head of the concern since 1889, and, owing to his long and prominent connection with some of the largest mining and smelting enterprises in the United States and in Europe, is rightly regarded as an authority on the treatment of ores.

The works contain, beside the large furnace plant, the necessary motive power, crushing, milling, and concen-



ALDERSHOT SMELTING WORKS.

trating machinery, appliances for the sampling of ores, hydraulic lifts, and large rotary blowers. The furnace plant proper consists of two 30-ton and one 80-ton water jacket furnaces, two large reverberatory calcining furnaces, two lead-refining furnaces, zinc kettles for desilverisation, tilting and English cupelling furnaces. The smelting capacity is over 2000 tons per month. The assay office, which is at present the most complete metallurgical laboratory in Queensland, contains assay, cupelling, smelting and retorting furnaces, with a distinct department for purely analytical work; the scale room is furnished with the very best Oertlings assay and analytical balances.

The business of the works is carried out on the same lines as followed by all the large European smelting works. The ores upon arrival at the works are first weighed and sampled, and the vendor or his agent may be present while these operations are being carried out. The vendor will receive then a duplicate sample in order to have the Company's assay checked by any competent assayer. Should vendor's assay differ from that of the Company, the difference will be divided if it does not exceed 2oz. of silver, 2dwt. of gold, 2 per cent. of lead, and 1 per cent. of copper per ton; if greater, a third reference sample will be submitted to an independent assayer to be selected by agreement, and payment will be made on the middle assay of the three. The fee for reference to be paid by the party whose assay differs most from that of the referee. Should the vendor be dissatisfied with the valuation made by the Company, he is at liberty to remove the ore on paying the cost of crushing, &c., and reloading.

It may be in place here to say a few words on the sampling of crude ores, as the taking of proper samples seems to be less thoroughly understood or less carefully practised than its importance requires. The extreme importance of thorough and systematic sampling, combined, of course, with accurate assaying, is seldom appreciated in mining and metallurgical operations, except in those cases where the business of mining and that of reduction are carried on by different parties, and there is competition in the purchase of ores. Yet the necessity of sampling is as great when the same Company both mines and reduces its ores as when the industries are separated as in this case.

In the descriptions of the methods of sampling there are certain points, whose importance is fully understood by those in the business but which has not been sufficiently emphasized, and on which especial stress should be laid. As far as the trade in auriferous material is concerned, the works have generally to deal with blanketings, concentrates or slimes, *i.e.*, ore in a crushed state. The stuff is emptied into wheelbarrows and weighed into the storage bins. Every third, fourth or fifth bag, according to the richness, is to be weighed separately and emptied on the sampling floor (a clean, tight, roomy floor covered with sheet iron). After being well mixed a 10lb. sample is taken all over the pile, to serve for the determination of the moisture only. The remaining pile is then spread out in not too thick a layer and quartered down. The opposite quarters remaining on the floor are again mixed, and the operation of quartering repeated. Great care should be taken to remove with the quartering all the fine material and dust belonging to it, and to employ the brush or broom constantly, so as to collect always the proper proportion of dust. The mixing and quartering is done preferably on a piece of stout oilcloth, when the sample has become small enough (say, 5lb.) to be handled in that manner. The final sample, about 1lb., is all passed through an 80-mesh screen and thoroughly mixed in a sample pan. Have ready three wide-mouth 4oz. bottles, place them in a line side by side upon a sheet of paper, empty the sample on another piece of white or glazed paper, and pour it from this in a small stream forth and back across the mouths of the bottles until they are all full up to the shoulders. The sampling of coarse ores is done in the same manner, with the exception that the sample of the ore, either the whole or proportions thereof, has to be reduced by means of a rock-breaker and rollers to a uniform size. There has never been any difficulty in getting reliable results when sampling has been done carefully on the principles involved above.

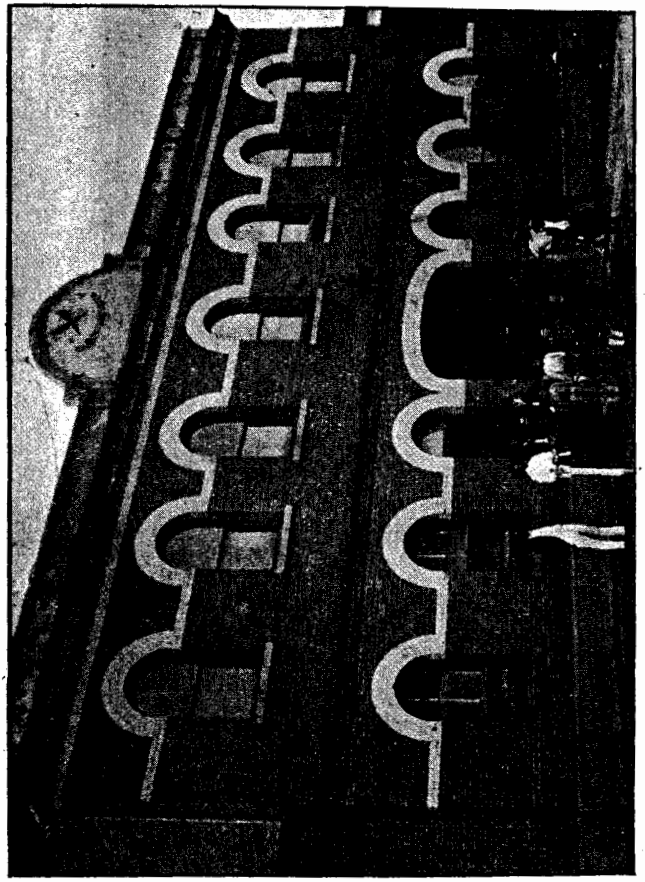
Ores are being purchased by the Smelting Company all over the Australian colonies, with well established agencies and purchasing depôts in Adelaide, Zeehan, Melbourne, and Sydney.

Special freight rates on quantities from 50 tons and upwards from all Australian ports to works can be arranged

by applying to the Company's office, Aldershot. Railway siding into the works; also telegraph and post-office are now established in the township; but there is no hotel. Accommodation for visitors is provided by Mrs. Ryrie.

The Maryborough Gas and Coke Company, Limited.

The works of this Company are built in close proximity to the business part of the town and occupy over one and a-half acres, with frontages to Bowen and Kent streets. The Bowen street frontage, of nearly 250ft., is covered with substantial brick buildings; the centre part, to the extent of about 75ft. by 60ft., being of two stories, and contains the general office, secretary's room, board room, show rooms, workshop, store, etc., while the other portion is used as engine house, purifier shed, smith's shop, etc., and is a very compact and well arranged structure. In the centre of the allotment is the retort house, a lofty brick building covered in with an iron and louvred roof, and occupies a space of 110ft. by 60ft. This building is also used as a store for coal and shale—250 tons of the former and 250 tons of the latter at times being under cover here dry and safe from all weather. There are four retort benches of six retorts each, two benches only being usually in use, so that ample provision is at hand in case of an accident to the benches in use or for any extraneous demand for the gas; arrangements are also made by which, in a short space of time, additional benches can be added if required. The condenser is of three columns, each 10ft. high by 2ft. diameter. The tower-scrubber is 30ft. high, inclusive of the water tank on top, and 6ft. 6in. diameter. This tower is filled with wood grids, through which water is constantly trickling; the gas, having to pass through these wet grids, undergoes a process of scrubbing or washing. The purifiers are four in number, and measure 10ft. by 10ft., in which both lime and oxide of iron are used for purifying purposes; the lime is procured in the district and is of very good quality, the oxide of iron having to be imported from New South Wales. There are two gas holders with a storage capacity of about 80,000ft. The present rate charged for the gas is 8/9 net per 1,000ft. for lighting, and 5s. net per 1,000ft. for stoves, &c.



MARYBOROUGH GAS AND COKE COMPANY LIMITED.

This Company was first promoted in 1887, the provisional directors being Messrs. William Walker, John Walker, John Graham, John H. Gilbert, R. M. Hyne, William Young, and Edward S. Booker. The first buildings and plant were erected by Messrs. John Walker & Co., and the gas was first turned on on August 2nd, 1879. In 1884 the plant and buildings were completely re-modelled, with the result that these works now stand among the first of their kind in the colony outside Brisbane. The output of gas from the start, notwithstanding the many competitors, has been continuously on the increase, the mains at this time extending over twenty miles of streets. The popularity of gas as a fuel, for gas cookers, heaters, engines, grillers, etc., is satisfactorily growing, and it is anticipated that ultimately this will prove a very lucrative part of the Company's operations. The present directors are Messrs. William F. Harrington (chairman), John Purser and Thomas Braddock.

Half-yearly report, with profit and loss account, on the 30th June, 1896 :—"The profit for the last half-year (with the unappropriated balance for the preceding half) is £997 19s. 8d., which after deducting £38 5s. 2d. for the dividend tax, will leave £959 14s. 6d. to the credit of Profit and Loss account, which your Directors recommend to be appropriated as follows :—Dividend for the half-year ending 30th June, 1896, at the rate of 6 per cent. per annum, £765 3s. 9d.; balance carried forward, £194 10s. 9d.; total, £959 14s. 6d."

THE TIMBER TRADE AND SAWMILLING INDUSTRY,

Whilst still of importance to the district, is comparatively small with what it was in bygone years. Though it was some time after arrival of the first settlers before systematic cutting of timber was done by modern appliances, the vast treasure in timber was well known, but it was not till Messrs. Gladwell & Greathead, Pettigrew & Sim, and other enterprising firms joined the industry that it received marked impetus. Perhaps the best known, though not the first of these gigantic enterprises, was the

Dundathu Saw Mills (1875),

on the left bank of the Mary River, ten miles below Maryborough, is the property of the enterprising firm of

Pettigrew & Sim. Dundathu is only one out of five of a similar kind. 120,000 feet of pine pass through the mill every week, whilst the average amount stacked on hand is 700,000 feet. It is seldom that a brig or schooner is absent from the wharf, loading with timber for all parts of Australasia. Forty laborers are employed who represent a population of 200, for whose accommodation cottages have been erected in addition to a school-cum-chapel, where the Rev. J. I. Knipe occasionally improves the Sabbath hours; whilst, other days, Mr. Johnson teaches between fifty and sixty children.

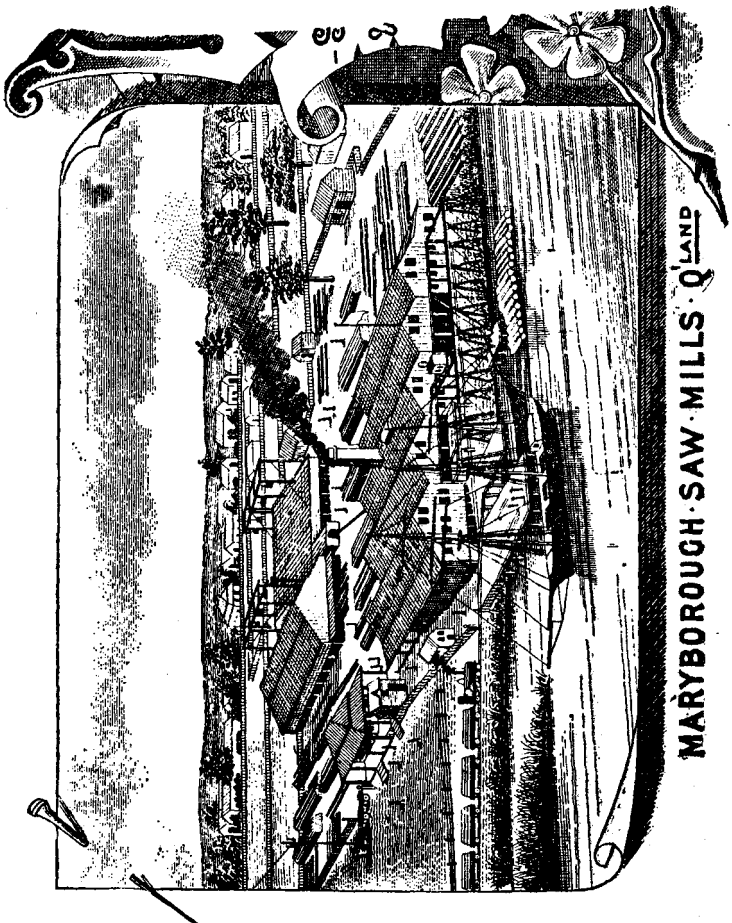
The machinery, most of it manufactured in England and Scotland, consists of three boilers, one of them fitted with galloway-tubes, the other two being the ordinary flue boilers; four condensing engines of 15-horse power each; two vertical saws, one of them a four-bladed and fearful-looking instrument, used for reducing the larger logs, from which the wood thus becomes manageable, is shifted by a travelling crane running on transverse beams overhead; from this a chain is suspended, to which are two iron claws, and the timber being grasped is carried to travelling benches, according to size of the planks to be sawn; the other, vertical, is chiefly used for squaring or sawing larger logs into boards. From the travelling benches the planks or boards pass to the two planing machines, whence they emerge smoothly planed and, if required, beaded, tongued, and grooved; besides the foregoing are two shingling and two hand-saw benches, two turning lathes—one for wood and one for iron; two sharpening machines; a punching and a drilling machine, used both for wood and iron. At the wharf is a crane for lifting logs to the bank, whence by means of chain and dogs they are hauled by steam power to undergo the processes we have attempted to sketch.

Notwithstanding an increase in the quantity of beech and ash annually sawn, the supply of pine is still plentiful, though it is receding further afield, and the "Hercules," a powerful tug steamer, the property of the firm, is constantly engaged in towing up rafts from their lumbering stations on Fraser's Island and at Tin Can Bay, at which latter place Messrs. Pettigrew & Co. have a tramway at work of nearly seven miles in length for carrying logs from the interior, the motive power being a locomotive engine. The

Mary scrubs fail to supply the demand for cedar; but, if we may judge by the quality of the "Daintree" cedar, that river is scarcely likely to be the source of our future supply.

THE MARYBOROUGH SAW AND PLANING MILLS,

Owned by Messrs. Wilson, Hart & Company, Limited, are widely known as the largest and best equipped mills of their kind in Queensland, if not in Australia. Standing on the river bank, in an elevated position, just below the Botanic Gardens and the Government Railway Wharves, they form one of the most prominent features of the town, and visitors approaching the town by the river cannot help having their attention directed to the large pile of buildings and outworks comprising this busy hive of industry. Thirty-one years ago, in the early days of the timber trade of Maryborough, this firm commenced operations at a site chosen on the opposite bank of the river, in what is now called Granville, and met with well-earned and increasing prosperity until towards the close of the year 1881, when in a single hour the visible results of years of persevering toil and energy were swept away by an all-destroying conflagration. Nothing daunted, the firm showed the same enterprise in the erection of the present works as had characterised their previous exertions. The present commanding position, the pick of the town, was selected for the new mills, and the many conveniences it affords proves the wisdom of the choice. A branch railway siding running along the front of the works connects them with all the timber country tapped by the district railways, by which the greater portion of log timber supplies are now received, while at the same time rafted or punted lumber is hoisted from the river into the works by means of powerful steam cranes and winches. Railway waggons are relieved of their heavy burdens by a steam "traveller," which also raises the logs a considerable height and places them on the mill staging ready for further handling by the sawyers. The business-like and ever restless action of this aerial traveller is in itself an interesting spectacle. Passing up an incline and taking a turn to the right we obtain a full view of the interior workings, including the large number of machines and appliances, and the many interesting operations conducted by which the giants of the forest are speedily

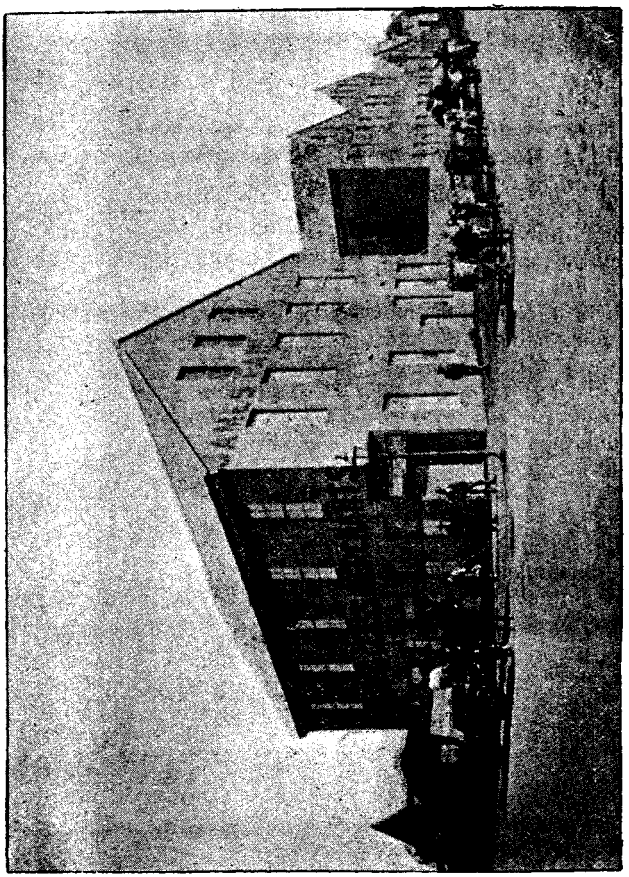

MARYBOROUGH·SAW·MILLS·Q'LAND

reduced to the requisite sizes and shapes for the construction of dwellings and their furnishings, or for shaft linings for our goldfields. To follow the material along as it passes through breaking-down or boarding frames, over rack benches, self-feed or hand benches, through planing or moulding machines or turners' lathes, bandsaw machines cutting it into circular or irregular shapes, or automatic benches for box timber, or through machines for grooving or tenoning shafting, is an interesting experience. Many appliances are also noticed for grinding and sharpening saws and tools, also engineers' appliances for effecting repairs, and a blacksmith's forge. At the back and sides of the mills are extensive yards for stacking and drying timber, the yards being intersected in all directions by tramlines to facilitate the handling and removing of the timber. Beyond are patent American hot-air drying kilns of the latest improved designs, and a shed adjoining in which to store the output. By means of these kilns a supply of seasoned timber can be at all times depended upon, even through the wettest seasons.

Wilson, Hart & Co., Limited, were the first to introduce these drying kilns into Queensland, and their action has been greatly appreciated by the trade. The Company have also complete shipping facilities. Their steamers and sailing craft on the coast and their numerous branches and agencies throughout the colony speak sufficiently of their wide business connection. The high quality and excellence of their products ensures a preference in all markets, the demand being sufficient to keep the works constantly and fully employed. The Company also undertake extensive coal contracts, having been for a number of years the largest shippers of coal from this port. The Company have been identified with the progress of the town, and its members may feel satisfied that by their technical knowledge, practical ability and business enterprise they have built up an industry in which the town justly takes pride.

Sash and Door Factory and Moulding Mills.

The founder of this extensive business, Mr. James Fairlie, arrived in the colony in 1862 in the "Helenslee," and laid the foundations of the present establishment in a small way in 1868. By degrees, as the colony progressed and popula-

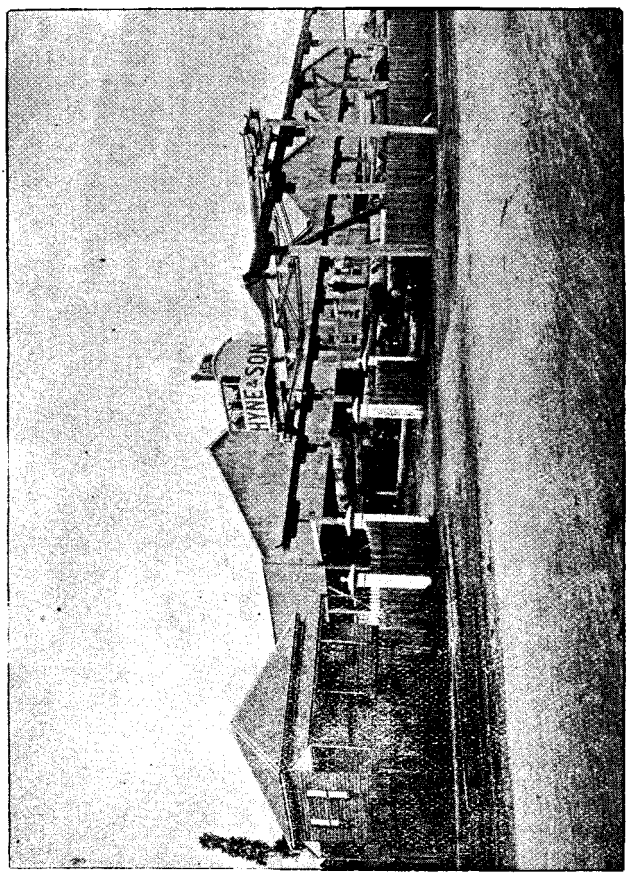


FAIRLIE'S SASH AND DOOR FACTORY

tion increased, various machines were put in, and the male members of the family, each in his turn, bore a hand in developing the business. From small beginnings the establishment has now grown into one of the largest of the kind in the colonies, giving employment to a considerable number of hands, and distributing its products far and wide. A stroll through the factory shows all the operations of breaking down logs, sawing planks, manufacturing joinery, mouldings and turnery of every description in full swing. Heavy trucks for cane factories grow up side by side with the latest ideas in doors, fretwork, or office fittings. In fact, well nigh everything that can be wrought from timber is well within the compass of the firm's facilities, aided by the latest and most improved wood-working machines. Another important branch of Messrs. Fairlie's operations consists of glass, from the modest window pane to the most elaborate ornamentation in fancy glasses, and various devices in cut glass. Putty is manufactured and corn cracked on the premises. Cedar in high stacks of many years' seasoning forms a feature of the yard; mouldings by the mile and glass by the acre lie ready at the call of the purchaser; and altogether a visit to these extensive premises reveals a thoroughly up-to-date establishment, ready to lead as well as to respond to the call of the building industries. The ice works connected with this establishment are a boon to Maryborough, and most of our butchers avail themselves of its cool storage.

The National Saw Mills,

of Messrs. R. M. Hyne & Son, occupy a large extent of ground. The works are on a direct line from Kent street, and adjacent to the Maryborough Sugar Milling Company and other leading industries. The firm is always busy, and has many contracts for local and country works. Mr. Hyne was a heavy loser in the floods of 1890, not the least being nine houses opposite his mills, whilst timber valued at £3,500 was also destroyed. At present the works are fully employed, and persevering energy is meeting reward. Mr. R. M. Hyne, who is one of the pioneers of the timber industry, was a few years ago elected to Parliament as junior member for Maryborough, and in that sphere did much to advance the interests of the community. Like



THE NATIONAL SAW MILLS.

most local sawmill owners, Mr. Hyne was a sufferer by the large importations of Oregon timber, and the tariff on such bringing about a big local competition. Mr. Hyne is a gentleman of liberal views, but strongly in favour of a land tax, a tax on absentees, and a definitely protectionist Government. When the tariff on imported timber is doubled it will mean an increased railway revenue and a doubled wage sheet at every mill in this district.

Taylor Brothers' Saw Mills

are situated on the banks of the Mary River, adjacent to the town; they occupy about six acres, the buildings alone covering an area of 20,000 square feet. Henry Taylor, the head of the firm, was born at Stirling, Scotland, in 1840, and served an apprenticeship to Currie and Taylor, builders, of that city. He arrived in Maryborough in 1863, and after working four years as a journeyman, commenced business for himself. Among other buildings he erected St. Paul's Church of England, Boys' Grammar School, Bank of New South Wales, Booker's Buildings, and other extensive contracts. The present works were established in 1881, and comprise large steam saw and planing mills and joinery works, giving employment to about 130 hands. A large stock of seasoned timber is always on hand, and full supplies can be obtained at short notice. Strangers who visit these works gain more insight into the state of the timber trade than by reading many books. For years past this firm, like others, has laboured under great disadvantages, the chief deterrent to progress being the introduction of Oregon timber, a worthless article, unfitted for a hot climate, highly inflammable, and exuding a noisome smell. Against this trash local sawmilling firms have had to compete and lower the price of good timber to meet market rates to their own disadvantage and that of their employees. Happily the tariff on the imported kauri, as it is called, has been increased, and so far relieved the unjust pressure on a leading local industry. Better times for the timber trades are predicted, but as many have been ruined by the imports referred to, it will probably take years of prosperity to recover their original status and success. Among other causes which militated greatly against the timber trade were floods, scarcity of cedar, and

the small prices obtained for pine, which, as Mr. Taylor says, "went down to three shillings per hundred, with a stationary or lessening consumption, whilst wages were actually higher." At present Taylor Bros' Mills are busy and have contracts in hand likely to occupy them for some time to come.

RAMSAY, ARMITAGE & Co.'s SAW MILL,

Established in 1876 by Ramsay Bros., of Lindah Sugar Mill and Plantation, is on the left bank of the Mary, near Irrawarra. For some time these works were in great repute, with good prospects of success. Mr. Armitage, the resident partner and manager, employed about 40 workmen who, with wives and families made up a settlement of 120 population. Though not so extensive in operations as other mills, and with less machinery, it furnished employment to quite an army of lumberers, sawyers, and others. Unfortunately through bad times its "glory has departed;" and silence marks the spot where once all was busy life.

SCOTT BROS.' SAW MILL,

At the S.E. end of Ann street, was established in 1874, and the plant of home manufacture comprised two engines of 50 and 26-horse power, a Cornish flue boiler, vertical frame saw (six blades), turning lathes, drilling, punching, planing, and other machinery. The bank of the river being steep was cut through to admit log timber, which was hauled to the mill by steam power. On the wharf, level with the top of the bank, 30ft. above high-water mark, was a travelling crane for lifting the hardwood from the punts or pine from the river. At this point the Mary is sufficiently deep to admit of vessels, drawing 10ft. of water, to lie at the wharf.

THE MARYBOROUGH MEAT INDUSTRY.

E. BOOKER'S ESTABLISHMENT.

The meat industry is well represented by Mr. E. Booker's large butchering establishment which is on a much more extensive scale than is generally known, as the following description shows:—

In the year 1859 when Maryborough consisted of but a few humpies in a clearing of forest, an energetic young man

initiated a small butcher's shop in premises opposite the present Sydney Hotel. "E. Booker" was the name which adorned the signboard, and that young man was as proud of the side of beef and one sheep per day, which represented the turnover then, as he is to-day of the great business which still under the old name distributes 70 bullocks and 150 sheep per week, and which ranks only second in size and importance to the Graziers' Company of Brisbane. Booker *père*, who was inspired with the instincts of a pioneer, worked might and main to further his business, and as ardently for the interests of the town he had chosen as his home. Years passed and the business forged ahead, and when Time demanded a place for a rising and vigorous generation, the veteran resigned to his sons the charge, satisfied that they had imbibed the same enterprising spirit. Mr. E. Booker, junr., is now head of the firm; Mr. C. G. Booker, with education and experience garnered from contact with the great stock dealers of the colonies, has charge of the buying and droving; and Mr. E. Booker, senr., is comptroller-general at the base of operations at Oaklands, the slaughtering yards.

Oaklands occupies a charming position on the Mary River two miles below town, and communication is by road or water. The road is good in all weathers. Oaklands is well adapted for the purposes required. The estate consists of 6000 acres in paddocks of well-grassed and watered apple-tree flats. The abattoirs are on the river flat. The first indication of their proximity is the presence of innumerable lively grunters, for here 500 pigs run, and special care is taken in rearing them for market. On the crown of the hill is the piggery. Here the sows are lodged, each being accommodated with a comfortable clean stye; the low roof running round two sides of the paddock, and containing 50 pens. At the foot of the hill is an immense waterhole, which connects with a cool tree-shaded swamp, to which the pigs have access. Butcher's pork has an unsavory reputation, but at Oaklands a vegetable diet prevails, and for that purpose a patch of 10 acres of scrub soil on the river bank carries a rich crop of rye, oats, tares, sweet potatoes and such other succulent fodder, dried and cut for use, and relished. Maize, pumpkins, and sweepings from the milling company are included in the dietary. Mr.

Booker estimates that the care given to young pigs makes a saving of 30 per cent. in wild and lost pigs. The styes are exceptionally clean—fresh straw being used underneath, and there is a complete absence of ammoniacal filth often met with.

Cattle and sheep are brought in weekly from purchases carefully selected by Mr. C. S. Booker, and the large paddocks sustain the first-class condition of the beasts in the short interval before they are slaughtered, which ensures a supply of prime beef. The cattle are mostly drawn from district herds, the firm being supporters of local industry, and the sheep come from the rich Barcoo country. About 1500 head of cattle are now maturing at Bonara for the firm. Mr. Booker believes in short droving, and finds that fattening cattle close to Maryborough suits admirably. The cattle drive runs between parallel fences down the hill to small stockyards, which in turn lead to the slaughtering chamber. As the beast enters he is speared, and drops. The blood flows into a concrete drain, and is carried to the river. The hide of the beast is stripped and placed in the curing pit. The carcass, having been previously hoisted by strong tackle, is cut up ready for the shops. The floors are cement, and, as pointed out by the recent report of the Health Inspector, less likely to encourage disease germs. The tallow-house at Oaklands is conveniently situated about a chain distant. The building is a low open shed, containing ten vats moulded in concrete. Water pipes deliver water pumped from the river into the vats, and the refining of the product is so carefully supervised that a beautiful tallow is the result, and its excellence secures the highest prices in Sydney, and has won the attention of European buyers. The tallow is packed in tierces and casks, the supply of which assists materially in sustaining another local industry—the cooperage, under tender to Messrs. F. E. Whittaker and Co. When the stock accumulates sufficiently the casks are rolled into the river, where a raft of twenty or more is formed, and the outgoing coastal steamer picks them up for transfer to Sydney.

Overlooking the tallow-house is a large airy building, used for sheep-killing, drying and curing sheepskins, storing of fodder, &c. The sheep drive branches at the

top of the hill and leads through convenient yards to the killing pen, which precipitates the blood into a concrete channel and runs it to the river. The sheepskins are hung on battens, about 400 at a time, till curing is complete, when they are pressed into bales and exported. Every part of the animal is turned to account. The scent of new-mown fodder and of sheep is pleasingly present in the building, and is more suggestive of the pasture than of the abattoir. There is certainly an effluvium in the air about the yards, but it is of decaying bones which accumulate till they are turned into bone-dust.

On the ground stands a squat-built chimney, a rusting boiler and sundry machinery, all that remain of an attempt made years ago to foster a large export meat trade. The attempt was in advance of its time and "fell in," but subsequent successes and the interest which now attaches to the subject throughout the colony, awaken a regret that better support was not accorded.

Mr. Booker has never cared for the obnoxious and uncleanly method of transporting beef in open carts from the slaughter yards, and he rightly contends that exposure to the weather and gathering of dust particles and floating germs do not conduce to a healthy state of affairs. The meat is transported to town in a specially constructed, well-ventilated van, wherein carcasses are hung, and saved from bruising. In the subsequent delivery of the meat about town six covered-in smaller carts are used.

The business is represented in Maryborough by three establishments. The head shop is in Adelaide street, and the branches in the suburb of Newtown, at the corner of John and Churchill streets, and in Pallas street. The firm recently extended operations to the Isis Scrub, by purchasing the business of the late E. A. Krüger, in M'Ilwraith street. The head establishment is a centre of industry, employing 25 men—the whirr of machinery and the aroma of boiling and steaming meat telling of a busy trade. A 6-horse power steam engine drives the sausage machines, and in small goods generally, there is a great demand locally and throughout the colony, Steam pipes are set to many vats, and meat is cooked as required. The greatest effort is in the salting and curing of meat for the Isis, and for export to Thursday Island, northern ports, and to Cool-

gardie, a remunerative trade having been opened up to these places, besides the efforts required to supply the great local demand. The business is spreading and lately it has been necessary to take in the shop adjoining. A grand display is made every Saturday in carcasses and small goods, with gleaming metal and bouquets of flowers.

Some years ago refrigerating machinery was erected, but did not prove sufficiently satisfactory to continue its use. Mr. Booker, however, is always abreast of the times, and when the Fairlie Co.'s cooling chambers were erected, immediately secured two of them. It is pleasing to note the good feeling that exists between employer and employees, and Mr. Booker attributes much of his success to this *esprit de corps*, and states that he finds it satisfactory to pay good wages, give good treatment, and shorten hours of labour where it can be done without inconvenience to the public. This was, we understand, the first establishment in Queensland to initiate the afternoon delivery of meat during the winter months, which has proved a success and boon to employees. The business represents a thriving local industry, and ranks as one of the best conducted and important of local industries.

J. Rillie's Bakery Establishment,

Occupies a leading position and contains the largest and most complete machinery for making the "staff of life" in the colonies. Great changes have taken place in this district since the old-fashioned damper or johnny cake prevailed, and bakers have come and gone who made good bread but failed to bring it to the perfection attained by Mr. John Rillie. A native of Stonehaven, Scotland, where he learned the trade, he arrived in Maryborough in 1872, and after establishing the bakery business on the ancient hand-made system, turning out 150 loaves per day, resolved to attain greater expedition and excellence in manipulating the dough by introducing modern machinery. An idea may be formed of this machine when it is stated that it covers the largest part of the floorage of the entire building. The cost of this monster plant, capable of turning out 10,000 loaves per day, was £1,500, and as a labour-saver it is simply unequalled. Though Mr. Rillie only turns out 1,000 loaves per day, yet with increasing

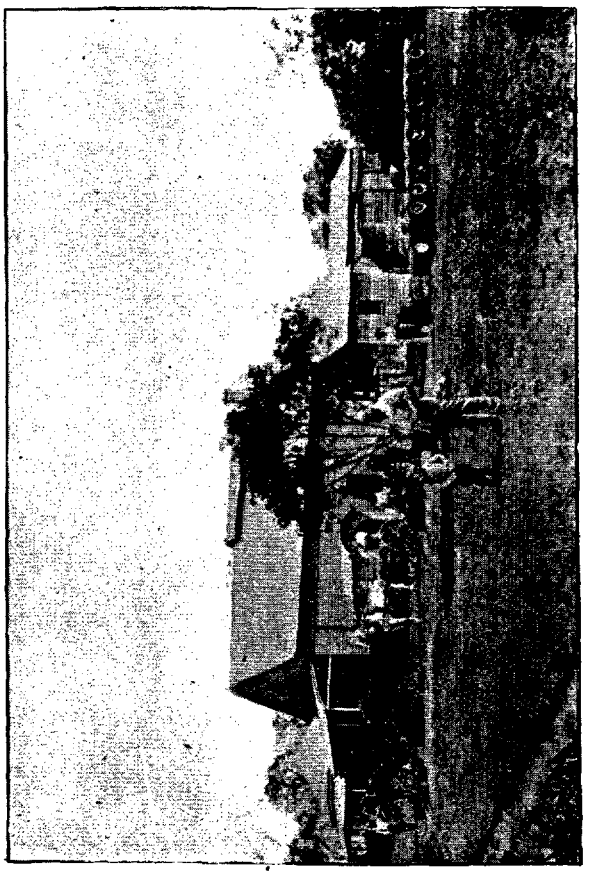
population and extensive trade with various districts it is impossible to say what may be done; no matter how large the population of Maryborough, it is gratifying to know that Mr. Rillie can supply the demand for bread from his bakery in Adelaide street. Machines such as his are worthy of inspection. Its prominent features are its great cleanliness, and there is no handling the dough from first to last. The best Adelaide roller flour is used, and no better article can be obtained than the bread made by J. Rillie..

L. Steindl's Brewery, Granville.

Hot weather naturally causes the enquiry "What shall we drink?" and whilst thirst-quenchers of various sorts are recommended, most people admit, after trying all, that Steindl's ale beats the lot.

Steindl's Brewery is situated at Granville, or, as it was once called, East Maryborough, a mile and a-half from the Maryborough Post Office. Passing the main gates, we were impressed with the good taste of the proprietor, who was his own architect and builder. We were received by Mr. Steindl, one of the most courteous of men. From him we gathered that the pioneer of the brewing industry in Maryborough was Mr. Finselbach, who, in 1875, had an hotel in Adelaide street with a small brewing plant at the rear. Mr. Steindl succeeded him, and opened his present works in March, 1878, and though the trade is not equal to what it was when many hogsheads went to Gympie and Bundaberg, the output is still large, being fully fifty hogsheads per week, besides a quantity of bottled ale and porter, and this in the face of there being brewers in Gympie and Bundaberg who do a considerable all-round trade. The holding capacity of some of the working plant —such as mash tubs, vats, &c.—is immense, two of the latter being estimated at 1,400 and 1,700 gallons each, whilst there is a cooler of 2,000 gallons.

Mr. Steindl is an Austrian, and a practical brewer. Coming from a long line of ancestors in the business, Mr. Steindl acquired his knowledge from his father, a consulting brewer and distiller in Austria, who had successfully passed the fourteen grades of examination which every practical brewer in that country is expected to know. Among these are distilling, coppersmithing, &c., and which Mr. Steindl



L. STEINDL'S BREWERY, GRANVILLE.

understands thoroughly, as shown by testimonials and diplomas he holds; in fact, few colonial brewers could show higher credentials or testimonials than he, and he has taken prizes at all the principal exhibitions in this colony for the superiority of his ales in draught, bottled ales and porter, and for pickles, vinegars and sauces, in the manufacture of which he is an expert.

Whilst the hops used are chiefly New Zealand, Tasmanian and Kent, Mr. Steindl, having recently tried Californian, considers it not only equal, but believes it imparts a new and exquisite flavor to the ale. We had the pleasure of testing their fine aroma, and Mr. Steindl gives a practical illustration of their virtues in the excellent beverages he supplies. English, Victorian, and even Scotch malts have been used by Mr. Steindl, who states that the duties are too high—hops, 8d. per lb.; malt, 4s. 6d. per bushel. Both duties might be remitted by the Government, since they handicap the brewing industry.

We had the pleasure of tasting some of the genuine brew, and testing the flavor of Californian hops. This article, we should think, will remove the stigma on colonial ale as being affected greatly by climatic influences and requiring a "quick draught." After we had done justice to this pleasant and invigorating beverage, the stimulating qualities of which reminded us of the far-famed London Alton ale, we sampled some fine pickles and sauces and preserves made by Mr. Steindl from vegetables grown in his garden. We were shown the several departments devoted to cask and bottle cleaning, bottling, and other operations connected with the trade, in which expert hands made light work. Though the river is not distant, it is of small utility to the brewery, as the water used is supplied from large tanks of rain water. Apart from these there is a fine spring on the grounds, which Mr. Steindl has utilised, and for this purpose he had a capacious well sunk and cemented to a depth of 36ft., from the bottom of which men set in with boring apparatus and tapped this spring, which gave a supply for all purposes, and will enable the proprietor to manufacture ale for future generations and for all time.

With so large a quantity of land at his command, it is not strange that Mr. Steindl is an enthusiastic "fancier" of birds and animals, and these he regards in the light of

pets, which the stranger immediately discovers from the familiarity they show when he goes amongst them. The aviary contains a multitude of beautiful pigeons, doves, &c. Then there are fowls, turkeys, pelicans, wild and tame ducks, and black swans. In pens adjacent are a large number of pigs, which though not ornamental, are useful, especially to those looking forward to porcine delicacies at Christmas. All looked healthy and clean, and were living examples of care and kind treatment.

The flower garden, teeming with Nature's glories, came in for a visit, as did the kitchen and fruit garden, in which the superiority of Maryborough soil to grow everything, was exemplified; we found a well-laid out plot in which were flourishing abundantly splendid fruits and vegetables of all sorts. At the rear of the premises are commodious stables and grazing paddocks, and the whole of the extensive grounds are fenced in. Beyond these, stretching away in the distance, is the "forest primeval," and there can be seen a once familiar feature in the landscape—the gunyahs of aboriginals, remnant of the once large and powerful Wide Bay tribes, now rapidly passing away. A few of these are employed by Mr. Steindl to do "odd jobs," such as shooting and fishing.

The name of Steindl is one which will not readily be forgotten in Maryborough during this century, the ale he brews being so largely in favour with hotels and the public. The bottled ale and porter are superior articles and formidable rivals to importations, whilst their cheapness is also a recommendation.

Meredith's Brick and Tile Works

Occupy a prominent position in Ferry street, Maryborough, facing the Reserve, and were established in 1875 by the present proprietor, whose experience was gained in Staffordshire and Wolverhampton, whence comes the beautiful and elegant Burslem pottery in fashionable demand, to which the Colonies have made but meagre advances. Though able to undertake the manufactnre of such leading lines, Mr. Meredith finds competition too keen, and therefore devotes his attention to the useful and more remunerative task of making bricks (plain, fancy, and white), drain pipes, tiles, flower pots, fernery and bush-

house requisites, bread crocks, &c. The excellence of these articles is well known, and show the suitability of Maryborough clay. Though the output of bricks is at present only 1000 per diem, it will increase when our residents understand that Maryborough requires better tenements than many of the weatherboard shanties and huts which disgrace leading thoroughfares. Our Corporation should accede to the universally expressed desire of the citizens to build a Town Hall worthy the name, and, instead of weatherboards, use brick and stone. There is a large quantity of Kaolin clay in this and surrounding districts, especially at Gympie, Kilkivan, and other goldfields, and it is believed that artistic pottery-making may yet be added to our products. At present, Kaolin clay, worth from £3 to £4 per ton, is cast aside as valueless, though in Victoria the same product forms a leading export to England. Kaolin is used in the manufacture of art china and ornaments. Mr. Meredith's brick and tile works are well worth a visit.

Woodhouse's Atlas Stove Factory,

Situated in Pallas street, adjacent to Kent street and the Gayndah road, was established in 1881 by Charles Woodhouse, a practical mechanic, who first began trade at Tiaro, and left it to start the present business. The works occupy a quarter acre, with large workshops in which the manufacture of stoves, ovens, and many other articles of utility is carried on. The specialities are "Dover" and "Beacon Light" stoves, honor and prize winners at all exhibitions. Woodhouse's ovens are found in most Maryborough homes and surrounding districts, their characteristics being cleanliness and efficiency. In addition, ornamental garden and hall seats, with castings of all kinds, are made by modern up-to-date machinery. The business has increased from the start, the articles being made of the best materials by practical workmen, and at lowest cash prices, thus largely superseding the imported stoves and ovens on which there is a duty of 25 per cent.

Ship and Boat Building.

Reports show that the timber trade is improving, and with a splendid river, why not a marine carnival oftener? A fleet of well-built boats and yachts is not impossible on

the Mary River, with the finding of such fine trees as that cut by Mr. West at Kilkivan a few months ago, which was 56ft. long, with 126in. girth, containing 4,415ft. Mr. J. G. Walker is regarded as the pioneer boat-builder. In 1853 he built the "Blue Jacket," which for a time traded between Brisbane and Wide Bay; but she was wrecked, and the "William Miskin" replaced her in 1854. The "Blue Jacket" was built solely for the timber trade. Regular steam traffic between Brisbane, Maryborough, and Rockhampton was not established till 1859, when the A.S.N. Co. placed the "Tamar" on the line, and eventually, she, with the "Waratah," both old boats, was taken off, and the "Clarence," in charge of Captains Cottier and Knight substituted.

The Chief Industries in Wide Bay and Burnett districts are:—

Bundaberg—Sugar and general farming.
Eidsvold—Gold mining.
Gayndah—Pastoral and farming.
Gympie—Gold mining.
Kilkivan—Mining and farming.
Maryborough—Iron foundries, sawmills, brewing, dugong, bêche-de-mer, and commerce.

The Dugong Fishery.

This industry was started at Maryborough in 1860 by a man named Ching Messrs. F. Bryant and A. G. Crocker, the latter now landlord of the Globe Hotel, were associated in the business. The late Dr. Hobbs, of Brisbane, is regarded as a pioneer in the industry, and was the first to make known publicly the medicinal qualities and dietetic uses of the dugong. Mr. A. K. Bruce, chemist, of Maryborough, made large sales of the dugong products in 1860-61 to southern buyers, since which time the trade has fallen considerably. The dugong fishery is yet a latent treasure to some persevering man in our midst.

Bêche-de-mer is a species of sea slug found on the Wide Bay coast, giving profitable employment to collectors.

In 1879 the fisheries owned by some fourteen Sydney firms operating along our northern coasts, were for pearl, dugong, and bêche-de-mer, employing 31 Europeans and 683 natives, more or less, of Asiatic lineage; the year's return of béche-de-mer alone being 52½ tons.

SUGAR MILLS AND PLANTATIONS ESTABLISHED IN 1876.

Antigua—A. and A. H. Brown, owners; Mr. Richardson, manager. On Mary River, opposite Owanyilla. 400 acres, including Lower Frankstone. Plant by Mirrilees, Tait and Watson. In 1876, 300 tons of high grade sugar turned out.

Alford—Farquhar and Dunn. On Yengarie road, five miles from Maryborough. 500 acres, including part of Theo. Wood's farm. First to crush and sell juice without converting it into sugar.

The Central—Mr. Gibson. Adjoins above, and is the oldest mill in the district; 600 acres, half under cane. Operations confined to crushing and disposal of juice at Yengarie.

Eaton Vale—W. Canny. 300 acres, all under cane. Employs 200 hands; excellent plant.

Good Hope—Graham and Nixon. On river bank near Graham's Landing, two miles from Tiaro.

Kirkcubbin—Powers and Lyons, of Maryborough. 3000 acres, bought from the late Mr. Rankin. Plant by Union Foundry. Mr. Cowley, first manager.

Iindah—Ramsay Bros. (Originally known as the Upper Mary). Four miles by Gympie road from Prince's Ferry. 300 acres. Machinery by Walkers Limited; distillery a feature.

Irrawarra—F. F. Nixon. An out-station of Yengarie, owned by Tooth and Cran. Cane juice conveyed three miles by pipes to Yengarie. A. Cumming, supervisor. Area, 2,000 acres.

Maryborough Sugar Company's Estate—J. Jamieson, manager. On left bank Tinana Creek, eight miles above junction with Mary River. Contains 1,200 acres; 150 employees engaged.

Magnolia—On right bank Tinana Creek; 4,000 acres, all fenced. Plant by Walkers Limited. Mr. Boughey, manager.

Yerra Yerra—1,200 acres; part of Yengarie.

Yengarie—Tooth and Cran. Famed for sugar, extract of meat, and refinery. Output, 5,000 tons sugar annually. Large population surrounding works.

Since the above date several sugar estates have been formed, including :—

Nerada — H. Monckton. Five miles from Prince's Ferry, Tinana Creek. 1,000 acres; employing seventy colored laborers, under H. Pruche Aubrey, manager.

Bingera Mill—Gibson and Howes. Extensive plant of latest design. Main building of two stories, partly for storage and partly for 30 coolers of 1,200 gallons each, for low standard sugars. Fourteen centrifugals, new engine of immense power, and a host of improvements, make the equipment very superior.

Maryborough Factory, Ltd.—First annual report states loss on first season's operations. Treated 7,413 tons cane, resulting in low quality juice, causing loss reported.

Millaquin Refinery, Bundaberg, receives juice per rail from the Isis, returning refined sugar at a profit.

MARYBOROUGH HOTELS.

Ariadne, Mrs. L. Krüger; Australian, A. McVenish; Ballarat, P. Bourke; Commercial, T. Ford; Custom House, Mrs. Smith; Engineers' Arms. H. Doolan; Exchange, C. Rabaa; Elephant and Castle, J. Beiers; European, J. Parker; French Café, J. Cain; Caledonian, J. Pincher; Golden Lamb, W. Sim; Great Western, H. J. Sunners; Grand, H. Russell; Globe, Alf. Crocker; Imperial, J. Cleary; Southern Cross, K. Connor; Sydney, B. Payne; Shamrock, J. Reed; Tattersall's, Mrs. Edwards; Royal, Mrs. A. Wilson; Oxford, T. Concannon; Post Office, D. Maher; Melbourne, Mrs. S. Blue; Queen's, M. A. Phillips, Victoria, J. Marlborn; White Lion, P. Tuohy; Union, Ellena St. —. Laurence; Granville, R. Tighe; Half-way House, J. Schmidt; Tinana Hotel, N. Polsen; Diggers' Arms, J. St. Ledger. All well conducted and comfortable hotels.

The following hotels are now closed :—Royal Bridge, Prince of Wales, Rising Sun, Steam Packet, Union, White Swan, Fig-tree, Cornstalk, Blue Bell, Blossom, Rainbow, and Club Hotel.

PART VII.

COUNTRY TOWNSHIPS.

NOTHING indicates the prosperity of these districts more than so many flourishing suburban townships, all indicating agricultural settlement. Lands first occupied by pastoralists have long since yielded their treasures to the husbandman and orchardist, to the cane-grower, farmer, and selector, whilst near to such are villages or hamlets containing the usual church, school, post-office, store, hotel, pound and lockup.

The adjacent towns to Maryborough are Alpha, Appletree Creek, Childers, Dunmora, Elliot (Musket Flat), White Cliffs (Fraser's Island), Goodwood, Horton, Howard, Isis, Mungarr, Pialba, Granville, Stanton Harcourt, Ten Mile (Mungarr-Gayndah line), Tiaro, Tinana, Torbanlea, Urangan, Whaddon, Yengarie. All are polling places.

Bundaberg and the Sugar-growing Interests.

Sugar-growing, unknown in these districts up to 1860, is now meeting with more than ordinary attention. Unlike the Clarence and Manning, this and surrounding districts appear eminently suitable for profitable sugar-cane planting. The first sugar-cane crushing in this district (February 20, 1867), produced 1000 tons sugar.

The latitude of Bundaberg is where the actual prosperity of the Northern sugar country begins. On the Maryborough side of the country the same prosperity does not appear, and it is a fact that sugar-farming thereabouts is not as prosperous as at Bundaberg, 54 miles further north. The Bundaberg country seems created for the sugar industry, for, whilst wheat and maize culture give poor results, and cattle-breeding in bygone days proved a failure, the sugar industry has triumphed. The white labour of plantations is skilled and the line of demarcation between it and the kanaka seen, and the drudgery of the canefields devolving on the latter. From observation there seems no reason why white men should not perform all the labour on canefields.

Bundaberg has made rapid strides, and now ranks as one of the most prosperous settlements. It comprises a seaport and municipal borough on the Burnett River, 222 miles N.W. of Brisbane, with about 4,000 inhabitants, whilst fully 15,000 people gain a livelihood in the district by farming. It has rail communication with Maryborough and Gympie, and its commercial importance is enhanced by its navigable river, the town being about ten miles from the seaboard. The River Burnett has ample room for sea-going craft of large tonnage, whilst vessels of over 1000 tons burthen can be accommodated at the Government and private wharves. The railway extends northward to Rosedale, 34 miles, or the first section of the Gladstone line, whilst another branch runs to Mount Perry; and it is alleged that the prosperity of Bundaberg can be traced to the opening up of the Mount Perry copper country.

In 1872, the fame of the great cupriferous area of the Burnett spread throughout Australasia. The product of raw and refined ores usually went to Maryborough, *via* Mungo Crossing, near Tenningering. Prior to this a Government official was sent up to report on the Burnett River for navigation. Lack of experience in marine surveying led him astray to the Elliot River, and his report was unfavourable to the place he had to advise upon. In 1864, two residents (the Walker Bros.) left Gayndah in search of cattle country to the eastward. Their camp was 22 miles on the coast; the name of this run is Bingera. When the copper fever was at its height, Mr. E. Vickery, of Sydney, interested himself in the mineral selections and the best means of reaching the seaboard. The country, on account of its mountainous character, was considered inaccessible on the north side of the Burnett by all but horsemen. In 1871 a party of teamsters, under contract to the Mount Perry Copper Mining Company, climbed the lofty ranges and opened up communication for vehicular traffic with the true natural port of the district to the west. Having marked a line, others followed, and an embryo town called North Bundaberg formed. A wharf was erected, and the foundations of a future city duly laid. This was the commencement of the port and the opening up of its commerce. The first settlers were bushmen from the Upper Burnett, pioneers in the sugar growing and coffee

planting; good mechanics followed, and the native products were turned to account. The demand for staves for casks for boiling-down establishments, and timber requirements generally led to the starting of a saw mill, and sailing craft of about fifty tons were attracted to the new port.

PIONEERS OF THE SUGAR INDUSTRY.

By P. O'Kelly.

Any reference to the early history of the Maryborough District, however brief, would be incomplete without more than a passing reference to Messrs. Murray and Jamieson, founders of the Iindah Sugar Plantation on the Mary River. These gentlemen were the pioneers of the sugar industry here, and in its initiation they displayed an amount of perseverance and industry that certainly deserved a more enduring reward than any mere record that I can put forth. They succeeded in accomplishing what was then considered one of the wonders of science, *i.e.*, the making of good marketable sugar. But in their effort they expended their last dollar, and like most pioneers left to others the reward of their toil and expenditure of capital. It is impossible to estimate the difficulties and waste of both time and money which the pioneers of this industry had to contend with. Were it to serve any good purpose, I could mention the names of several imposters who then infested the district and received large salaries by pretending they could make sugar. But in this case one of the partners, Mr. Jamieson, after an experience of those pretenders, went into the whole subject of sugar-making himself, and in the long run succeeded in evolving the process from his own repeated trials and close observation. Such was the excellence of the sugar which he turned out at Iindah, that after being obliged to bow to the inevitable in financial matters, he was able to take the sole management of the old Maryborough Sugar Company, now called the Alpha Plantation.

Maryborough to Bundaberg and Mount Perry.

The line runs parallel with the sea for the whole distance, and traverses uninteresting country till crossing the Burrum, Isis and Gregory rivers, and Torbanlea comes in

sight. This is a coal-mining centre with church, public school, two hotels, and about 50 houses. Two miles further is Burrum, where the first discovery of coal took place, January 1st, 1865, on land belonging to the Hon. W. H. Walsh, being in a belt, extending from Laguna Bay south, beyond Baffle Creek in the north, about 150 miles long by 80 miles in width. Next is Howard, a small township, producing first-class coal. Leaving this, the route crosses to the Isis Junction. A branch line turns off at the left for 12 miles, and enters the great Isis Scrub, covering an area of about 40 square miles. The whole is occupied by prosperous cane-growers and selectors. Childers comes next, situated on the crest of a low ridge. A large sugar mill, erected by Mr. Robert Cran, of Millaquin, is a "feature." West of Childers, eight miles further, is Cordalba, a farming settlement. On the Bundaberg line is the Gregory River, a small creek spanned by a bridge on concrete piers, from which the line traverses dreary "Wallum" country to Bundaberg across level open forest.

Bundaberg,

The centre of a rich agricultural district, was called by the aborigines Booralbooral. The original owners were the "Kalki" tribes, who named the locality "Biarbarra." Bundaberg, however, takes its name from "Bunda," a powerful tribe now extinct, and "berg," a town. The district was first explored by Forbes of Upper Doongool, and Wm. Howard, two squatters in search of fresh grazing country. They took up land in 1856, and called the spot "Woongara," which name also was given to "The Hummock." These settlers were followed in 1857 by A. Walker and his brother Robert with Barnard and Parker of Gayndah, who formed Bingera Station. In February, 1858, this party had a narrow escape on the present site of Bundaberg, R. Walker and black boy being surrounded by a mob of hostile blacks, who were, however, placated. Tantitha Station was taken up by Russell and Ogg soon after Bingera, and in 1866 John and Gavin Stewart selected 320 acres at North Bundaberg under the Coffee and Sugar Regulations. The first timber vessel, the "Elizabeth," entered the Burnett River in January, 1867, and Captain J. Miller loaded her with log cedar for Maryborough. In 1868 J. S. Johnston

arrived with the first sawmill plant, and in 1869 the Watson family came to settle. The town site was selected and surveyed by Mr. J. C. Thompson. Selection rapidly extended in 1869 until all available land was occupied. The first steamer to enter the river, named after Surveyor Burnett, was the "Sir John Young," Captain French.

Bundaberg is a clean, healthy town, with two-chain streets, and divided by the Burnett into North and South Bundaberg. The chief portion is on the south side, and the latter, though situated on level country, is above flood mark. Population by last census was 3,000, town, and district 10,000. Bourbon street is a fine promenade, with good buildings, conspicuous among which are the Post and Telegraph Offices and School of Arts. There are four banks and two newspapers—the *Mail* and *Star*. East of the town is Mr. Robert Cran's Millaquin Refinery, a gigantic concern, covering one and a-quarter acres. Radiating from this great central mill are conduit pipes receiving cane-juice seven miles off in the Woongarra Scrub. These pipes total over twenty miles. The mill interior is a labyrinth of machinery, and the whole process of manufacture and refining is conducted on scientific principles.

From Bundaberg to the coast, about nine miles, is an excellent road, through the Woongarra Scrub of 25,000 acres. In the centre is "The Hummock," a hill 500ft. high, commanding a view of the surrounding country and of 18 sugar mills and 20,000 acres of cane. Canefields stretch in all directions, even to the ocean. Along the shores between the beach and scrub lie the Barolin Plains. There is no similar scene in Queensland. North and South Bundaberg are connected by railway bridge, which unites the Maryborough line on one side with the Gladstone line on the other.

The Mount Perry line, starting from North Bundaberg, passes over much dull country, with sharp curves at the Burnett or Dawes Range. *En route* the following are passed:—Bingera estate and sugar mill, Goondoon, Kolan, to Maroondan; thence to Gin Gin. Ten miles ahead is Watawa (or Gnalla), a small settlement of timber-getters, who cut the hoop-pine which abounds here. Passing Dalysford, we reach Moolboolaman and Boolboonda. The

original name of Mount Perry was "Gnoorgnoor," or burial-ground. A tunnel leads to Wombah, near Mount Webster; thence for about 58 miles, passing Degilbo Rock. Degilbo means in the native tongue "big stone." Drummer's Creek, once a noted aboriginal fighting-ground, comes next, and the country hereabouts is occupied by farmers and pastoralists. Mount Perry, at 66 miles, terminates the journey.

Tiaro.

Situated on the River Mary, 22 miles south of Maryborough by rail. The farmers round Tiaro are Messrs. Paul Grevsen, Casey, Pickering, J. Maslen, Hall, Job, Dowzer, and others of more or less energetic type.

Tiaro Divisional Board.—Geo. Lindlay (Chairman), J. Dowzer, Jno. Dale, H. Missing, R. W. Scougall, J. Job, M. Mellor, August Gesch, G. Mant, A. McKellar. Clerk, A. F. Waraker.

Mount Biggenden

Is becoming a notable place. Its first settlers and pioneers were from the "Old Township" in 1850. The Two-Mile, Oakey Creek, is a favourite picnic spot. The State school was established about five years ago; present number of scholars on roll, 250. Teachers, M. T. McCann and assistants.

Currajong,

Distant from Maryborough about 20 miles. Contains Provisional school conducted for about ten years by Mr. Joseph P. O'Keefe, since transferred to State school, Rockhampton.

Antigua.

A township situated about 18 miles from Maryborough, with population of some 200 scattered residents. The line from Maryborough to Gympie passes over Antigua Bridge. Local affairs are managed by Divisional Board; clerk, A. Hall; chairman, Mr. Jas. Maloney, and following members:—Messrs. C. Staier, J. Kerr, R. Adams, S. J. Elliott, P. Brandt, R. Beattie, C. J. Christopher; auditors, Messrs. Juckes and Purser. Ferry matters are under the control of the Antigua and Tinana Divisional Boards.

Granville,

A suburb of Maryborough, about a mile and a-half from the General Post Office. Its lands are low and frequently covered by the overflow from the Mary River. Notwithstanding this, the locality is fairly settled. It has a State school, of which the committee are:—H. Pursey, A. M. Bryant, A. H. White, R. Lorne, and J. Lyle. There is a fair attendance. Granville is managed by a Divisional Board, viz., Messrs. H. A. Paul (chairman), F. Itzstein, J. Bushnell, J. Swanborough, H. Pursey, C. M. Hansknecht, A. M. Bryant, M. A. Holme, R. A. Boye, and J. F. Wood. The latter represents the Division on the Harbor Board of Advice. Clerk, H. F. Parker, who is also clerk of the Tinana Divisional Board, and of the United Municipality. One of the most prominent and extensive buildings here is Mr. L. Steindl's brewery, fully mentioned elsewhere. Religious services are held at Christ Church, Granville, by Rev. Canon Eva on third Sunday in each month.

Degilbo,

Scrub land, now thrown open for conditional and unconditional purchase, is much in request, and adds another argument in favour of extension of the Gayndah line through the fertile Burnett District.

Among farming and agricultural properties on the Mary River is W. Barriskill's fine selection, No. 1246, containing about 80 acres, five miles from Tiaro, and 1½ mile from the Netherby Railway Station.

Tinana

Is in the parish of Young, about a mile from the Post Office, Maryborough, on the Gympie route. The road passes Owanyilla 9 miles, Tiaro 8 miles, Gootchy 10 miles, Thompson's Flat 12 miles, Palmer's 11 miles, Gympie 9 miles; total, 60 miles. The road to Kilkivan from here is about 55 miles and passes Owanyilla, Tiaro, Mary River, Miva Station, and Brooyar. The prominent residents are Messrs. Spencer, White, Morris, Christmas, Fawell, Languisch, Krueger, Staib, W. Mitchell, Jones, Parker (2). The pioneers to this locality were: John Eaton, Henry Palmer, W. St. Ledger, White, Cheyne, J. M. Bailey, Cleary,

and J. St. Ledger, whose name is associated with the founding of the township. The population is about 500, but scattered, most being engaged in farming, dairying, and pastoral pursuits. Tinana has a Divisional Board, which meets every Thursday. President and chairman, F. Parker; the members being Messrs. P. Brennan, Hobler, Raverty, and Hansen. The secretary is Mr. H. F. Parker, of London, who arrived in Maryborough in 1874; clerk for five years with Mr. R. Lyons, solicitor, when he started business on his own account. He is also clerk of the Granville Divisional Board. Hotels: Diggers' Arms (J. St. Ledger), near Prince's Bridge; Tinana Hotel (— Poulsen), One-mile. The Cornstalk Hotel, now closed, was an important hostelry at the time of the Gympie rush. Though Tinana is well laid out, yet with the exception of one main thoroughfare, there are few streets correctly aligned. Streets: McGregor, William, Walworth, Thomas, and McCabe. Roads: River road, Gonora, Gympie, Woongool, Iindah, Eaton Vale, Teddington, Enfield, Springvale, Springfield, Kernke's, Nerada, One-mile, and Enfield. A massive timber bridge, erected in 1875 at Prince's Ferry, was swept away in the flood of 1893. A steam ferry was established, in charge of Mr. T. Christmas (lessee) of Tinana. Another bridge has since been erected by Thompson and McArdle, and is now open for traffic.

Tinana has a gymnasium numbering thirty members, managed by Messrs. H. Smith (president) and J. Cummings (hon. sec.)

St. Ledger's Diggers' Arms Hotel is a prominent landmark on the brow of the hill, close to the Lamington Bridge. It is a commodious house, and favourite spot of call. The host and hostess are very popular, and being among the oldest residents, are well informed concerning the place and people.

Tinana was one of the first settled spots around Maryborough, when William St. Ledger, who came from New South Wales, arrived, and purchased a block of 40 acres of land at £1 per acre, on the spot afterwards known as St. Ledger's Paddock. Mr. J. St. Ledger, now landlord and owner of the Digger's Arms Hotel, joined his brother in agricultural settlement in 1860, and they shortly after brought out their parents from the old country. The

elder St. Ledgers settled down to farming on Tinana Creek, and were fairly successful. About this period John Eaton, a native of New South Wales, took up land at Eaton Vale; and Mr. Cleary, who established the boiling-down in this locality, died and was buried at the "Old Township."

The Tinana Ferry was established by J. St. Leger, in January, 1864. Mr. Halloday built the approaches. The traffic was large, and the ferry was shortly after taken over by Mr. Walter Hay, who had punt for three years. During the Gympie rush fully 500 people crossed daily, and Mr. Hay was very successful.

The pioneer settlers of the locality are Messrs. W. and J. St. Ledger, Uhr, Freudenfeld, McGregor, Cleary, White, O'Kelly, Eaton, Parke, Webber, Cheyne, Bailey, M.P., and others. W. St. Ledger died in December, 1892, aged 52 years.

The townships of

HUXLEY, HAPSBURG AND CORDALBA

Are striking evidences of progress. A few years ago they were unknown; to-day, railway stations are erected at them.

PIALBA

Is situated on the shores of Hervey's Bay, 26 miles by rail from Maryborough. In the district coffee culture has been successfully tried by Mr. T. A. Bromiley, and sugar-cane by Mr. Stephens, and both without black labor. As a seaside resort Pialba is a chosen spot, and, under the Burrum Divisional Board, making progress. Its position, in view of the Mombi Hills on Fraser's Island to the east, Great and Little Woody Islands to the southward, and Point Vernon, makes it attractive, and it bids fair to become a large and prosperous township. The scenery is superb, and Sandy Cape, distant 38 miles, is visible in clear weather. Pialba has a frontage of 13 miles from Eli Creek to Urangan, the whole being available for building sites. There is the usual State school accommodation, Lutheran and undenominational churches, insurance agencies, post and telegraph office, police force, trade conveniences, with a population of about 600.

Mount Perry,

Formerly "Tenningering," first occupied as a stock station in 1849, proclaimed a township through the discovery of copper and location of residents in 1868. It is about 200 miles N.W. of Brisbane, and 60 miles from Bundaberg by rail and road. Gold, copper, and other minerals abound. The population is about 800. There is a State school, Cemetery Trust, Turf Club, Hospital, School of Arts, &c. Police Magistrate, Octavius Armstrong, also president of the School of Arts. L. G. Board is Acting Land Commissioner. The religious bodies are:—Church of England, Rev. C. A. Griffith; Roman Catholic, Rev. C. Rossilini visits; Wesleyan, occasional preachers visit.

Nanango,

Sixty-eight miles on sea coast; 120 miles N.W. of Brisbane. The country is chiefly occupied by pastoralists and graziers, but has splendid forest land, utilised by timber-getters and wattle-bark strippers. Selectors and cultivators are rapidly occupying the waste lands, and farms dot the landscape. The nearest railways are Kilkivan, 46 miles; Esk, 63 miles; Jondaryan, 70 miles. Population, 1866 census, 200. A. Lee is Police Magistrate, Land Commissioner, Land Agent, and Goldfields Warden. Churches—Church of England (visited); Roman Catholic, visited from Dalby. State School: Teachers, T. G. and Mrs. Kerby; with average attendance of 50. There is a Race Club and School of Arts; hon. secretary of both, John Darley (also agent for several insurance companies). Hotels: Star, and Burnett Inn. Four wholesale and general stores. Nanango, formerly known as "Good's Inn," was a favourite camping spot for teamsters, feed and water being obtainable.

Gin Gin,

A township on the Bundaberg line, 28 miles from Bundaberg and 300 miles north of Brisbane. Population, 160. The late T. P. Pugh was for years Visiting Magistrate. C.P.S., P. Fleming; Post and Telegraph Master and Registrar, J. W. Dear; Police Constable, P. Fleming, in charge; Mechanics' Institute—Library, 500 volumes;

secretary, E. L. Tousel; chairman, A. Lund. Provisional school—D. Wagner, head teacher; 40 scholars. State school just erected. Two hotels—Queen's and Gin Gin. Three stores. Sawmill, A. Creedy.

The district is chiefly devoted to sugar culture and manufacture, and it has several good mills for crushing, with powerful machinery.

Eidsvold,

A mining township on Boundary Creek, a tributary of the Burnett River, 55 miles from Mount Perry. Has extensive gold and copper deposits. Much capital has been expended in developing the reefs, and in some instances good returns have been made.

Isis Scrub

Is a dense, undulating, prolific tract of country, extending about twelve miles from north to south and the same distance east to west. It lies about twenty miles from Bundaberg, and is undoubtedly the largest available scrub area in the district, and is recognised as the best suited for sugar cane. The Isis and Woongarra scrubs belong to the Bundaberg sugar centre, and undoubtedly both had the same volcanic origin.

Little can be said of the Isis Scrub beyond twelve years, though Mr. Lamb, who has a selection on the Isis River, was its first settler, about 20 years back, when the spot was the home of the timber-getters and rough bushmen. The belts of truly magnificent pines on the edges of the scrub caused fully twenty or thirty bullock teams to be in constant use for hauling. T. W. Butcher, who had a selection on the south-end road, a mile and a-half from Horton, drew rations for the timber-getters; but settlement there was none till 1879, when William Horton (after whom the village is named) arrived, and with him Messrs. N. Cocking, of Abingdon, John Hendle, and others. All these selected near the scrub, and Mr. Lamb, one of the party, was licensee of the Abingdon Hotel before the township was proclaimed. About this period Ramsay and Co., of Maryborough, took up several miles of land and sub-leased the area in single square miles. Most of the tracks in use as main roads were cleared by timber-getters—that from

Grant's Camp to Apple-tree Creek, a distance of five miles, being once the main road. The timber was hauled to the nearest point of the Isis River, eleven miles off, and then rafted to Mitchem, at the junction of the Isis and Burrum rivers. Steamers called at Mitchem with rations, and took the rafts to Maryborough. On account of the swift current in the Isis River, many logs got adrift, and it was reckoned lucky if 10 per cent. only were lost. Mitchem then was a swamp, and steamers discharged their freights of stores utterly regardless of the fact that high tides would swamp the place where they were left; consequently, on many occasions 50 per cent. of the victuals was destroyed or wasted. That and the deduction by the Maryborough sawmillers of 10 per cent. for correct measurement of timber—and only paid for such—made the timber-getters' avocation by no means profitable. On Ramsay and Co. going out of business, all the Isis pine was consigned to Messrs. Wilson and Hart at Maryborough.

Mr. Johnson, of Apple-tree Creek, and others, have since turned their attention to other pursuits. About 9 years ago Mr. Horton, as secretary of the Isis Railway League, drew up a petition to Parliament, that a railway might be constructed from the terminus, then at the Burrum—through Abingdon, and the eastern portion of the scrub, to Bundaberg. After events proved the petition was useless.

Childers,

Formerly familiarly known as Isis Scrub, is an important agricultural and farming tract now thickly settled. During the 1896 season the cane gave a maximum of 100 tons per acre. The Isis promises to become a very populous part of the country, selections being rapidly taken up. Judging by the *Isis News* (a spirited little paper), it is to become "the seat of a great trade and commercial centre."

Isis is under the management of a Divisional Board, most of whom form the Progress Association. Those lately elected are as follows:—Presidents, Messrs. Geo. Eales and J. Broadhurst; Vice-president, J. R. Wrench; Treasurer, E. Engistrom; Secretary, A. H. Beiers; Committee, Messrs. R. Gaut, W. Brand, W. Thompson, G. Upham, W. M. Johnson, A. Sheridan, J. H. Thompson, P. L. Rosenlund; Auditors, Messrs. G. Eales and J. A. Slater.

Court Pride of the Isis, A.O.F.—C.R., O. Lehman; S.C.R, W. Reedman; S.W., J. Pizzey; J.W., J. McGuffy; S.B., J. A. Slater; J.B., H. Hendle; Treasurer, F. Brady; A.S., J. Broadhurst.

The Rev. T. Ashburner, M.A., rector of St. Andrew's, One-mile, Gympie, was transferred to Christ Church, Childers, as rector, in July, 1896.

A hospital on the cottage principle, as proposed by Dr. Challands, is likely to be established.

Isis Progress Association.—Messrs. Geo. Eales (chairman), R. Gaut, W. Brand, W. E. Engistrom, N. Sorensen, N. L. Roselund, Geo. Upham, A. Kling, and A. H. Beiers (hon. secretary).

The Isis Divisional Board meets here fortnightly. Officers and members—Messrs. W. Cran (chairman), W. Watson, W. C. Clayton, A. C. Walker, R. Webb, F. J. Watkins, D. P. White, T. H. Wells; clerk, C. D. W. Rankin.

Hospital, School of Arts, and Sports Reserve are among latest improvements.

Bopple, or Bauple,

Takes its name from Mount Bopple, a wooded hill, about 1,000ft. above sea level, and its ascent is no ordinary feat. The view from the top is described as wonderful. The country below presents a flat appearance, of dark brown colour, relieved at intervals by green patches of cultivated land. As one of the attractions of the Wide Bay District, visitors should include it in their list.

Bopple is about twenty miles from Maryborough, and distant from Netherby Station about two miles; contains some 250 inhabitants, and has a Post and Telegraph Office.

A Provisional school was established a few years ago, but now a State school is to be erected.

Religious Sunday services are held here by the Rev. J. Stewart (Presbyterian), and Rev. W. Shenton (Primitive Methodist).

Cordalba, North Isis, and Tawah Creek.

This splendid tract of pastoral and agricultural country extends westward, and signs of progress are apparent in railway extension, and the Isis branch to Tawah Creek and Paradise Goldfield. 20,000 acres of rich lands south

of Booyal have been thrown open in blocks of from 160 acres to 320 acres, making this one of the finest agricultural districts in the colony. The advancement of the locality is in the hands of the Childers and Cordalba Progress Association, and the taking up of small blocks only will in future be permitted.

KILKIVAN,

A cluster of small mining settlements about 45 miles west of Gympie, near the foot of the Main Range, includes the reefing hamlet of Black Snake, and the Mount Coora and Mount Clara copper mines, five miles distant. The population is fluctuating. Some of the reefs are very rich. Kilkivan was first occupied as a stock station by J. D. Mactaggart.

GAYNDAH,

One of the oldest towns in Southern Queensland, has long occupied a leading position in trade and pastoral progress. It was many years ago more closely identified with Maryborough than at present, the latter town being the recognised entrepôt for the district. In 1860, teams carrying wool and station supplies on the roads were fully 1000; at present this traffic is confined to rail carriage. Gayndah is a municipal town in the Burnett Electorate, on the Upper Burnett River, 80 miles W. from Maryborough by mail coach (thrice a week). Stock-raising is the chief industry, agriculture being limited; though in the district wheat and other cereals have been grown with success. The railway to connect with Maryborough has been surveyed, and is expected soon to be opened. Legislative representative—W. F. McCord (elected 1896).

OWANYILLA,

A hamlet on the Mary River, midway between Maryborough and Tiaro, where 30 years ago the native police had quarters under the various commands of Messrs. Bligh, Morrisett, Murray, Walker, Uhr, Harris, Blackney, Price, and Freudenthal. In 1864, on petition proclaimed a township, Messrs. E. T. Aldridge, Linklater, Thompson, and Nicholls, of Clifton Brook Station, being purchasers at land sales. Cooper's Plains, as it was then called, attracted settlement, and soon the place became of

importance. The following properties, with their owners, will doubtless be familiar to our readers :—Dendrobium, Mr. Illidge; Ferney, Mr. P. O'Kelly; Yardly, Mr. Pountney; Messrs. Rickett and Pronger's plantation and mill (afterwards bought by Mr. Brown, of Antigua); and Mr. Walter Hay's paddocks and slaughter-yards.

KANIGHIN,

About five miles east of Kanyan railway station, on a branch of Gootchie Creek; in bygone days famed for its pine and hardwood, and the sort known as "mill timber." A large quantity of good cane-growing land is still available east of Kanighin Mountain. Mr. R. McGuigan, of the Island Plantation, reported favorably on the land for the Maryborough Sugar Mill Company. A tramline to connect this locality with Mount Bopple Central Mill is projected. A public school has been discussed, and applied for.

Gootchie (aboriginal "Cootchie," iguana) is situated on the road to Kilkivan, and distant from Maryborough about 28 miles. Provisional school—Chairman, Mr. Phillips; Secretary, Mr. Missing; Treasurer, Mr. Davis. Through the exertions of Messrs. Phillips and Missing, the requisite funds for completing the new school and teacher's residence were obtained, and the provisional school building is now second to none in the colony.

Gootchie Progress Association.—Mr. Phillips, Chairman; P. Knudsen, Secretary; C. Diver, Treasurer.

NOTE.

In concluding this volume, the author begs to state that in consequence of space-limits, many voluminous reports, events, and descriptions of local undertakings, deserving a place in the History, are omitted. Such shortcomings and inevitable errors will be corrected in a second edition, which it is projected to publish to complete the necessary records. The author sincerely thanks all who have furnished suitable matter, and given him permission to glean extracts from documentary and other sources required to compile the present "History of Maryborough."

SYNOPSIS.

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FRONTISPIECE — Illustrations of Maryborough in 1860 and General Hospital.

Introductory Review of Early Exploration—Pastoralists and Overlanders—Visit of Andrew Petrie and Henry Stuart Russell in 1842, and Mr. Burnett in 1847—Early Settlement before Separation—Pioneers and Colonization—Murder of Furbur and Williamson—"Old Maryborough"—*Hon. Andrew Heron Wilson, M.L.C.*—"*Doon Villa*"—*E. T. Aldridge*, first white settler at "Old Township" in 1849—The Gregory Family (*Mrs. Margaret Irwin*, see also page 274; *Mrs. Sarah Blue* and *Mrs. Elizabeth Goodwin*)—*Mrs. Harwood*—*James Dowzer's* Arrival in 1854—Residents of West Maryborough or "Old Township" (Chas Hickson, John Ward, Jas. Fanning, Charlie Thompson, Wm. Furbur, John Purser, H. Palmer, John Eaton and others)—Establishment of School of Arts and General Hospital, &c. (p. 33.)

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Blood is Life, and on the purity and vitality of blood depends the health of the whole system.

Cotton's Extract of Horehound.

For the production of Horehound Beer.

This Extract is carefully prepared from the finest Horehound, and other Refreshing and Invigorating Herbs, Roots, and Wild Flowers.

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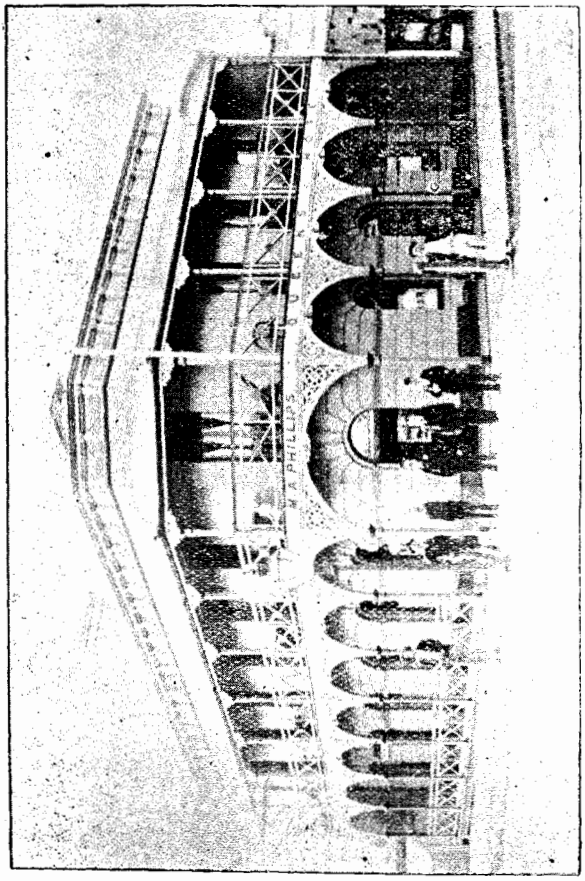
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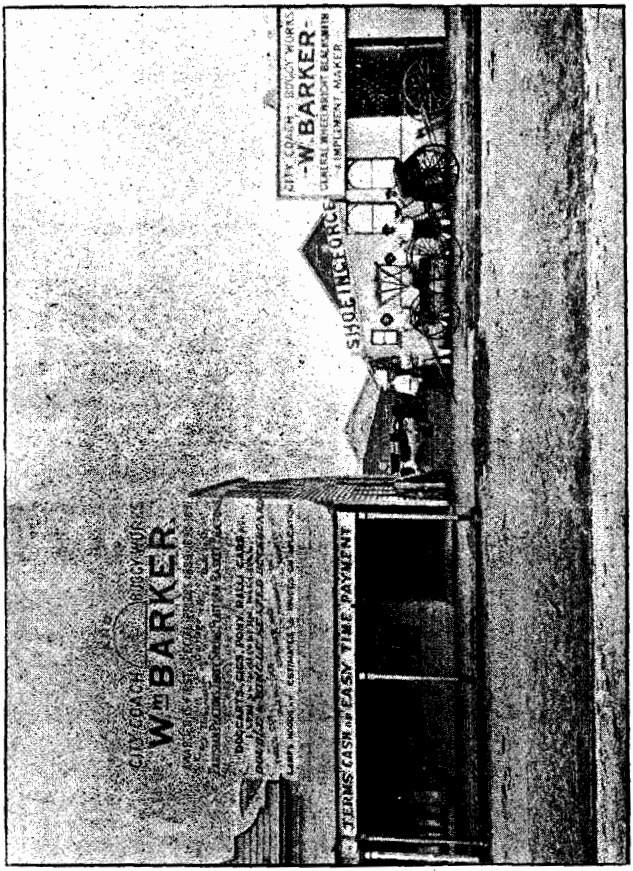
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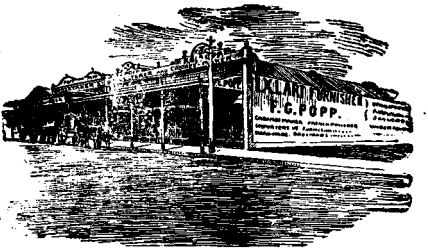


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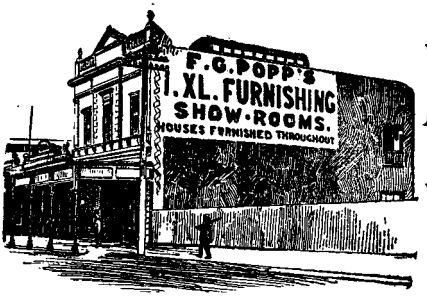
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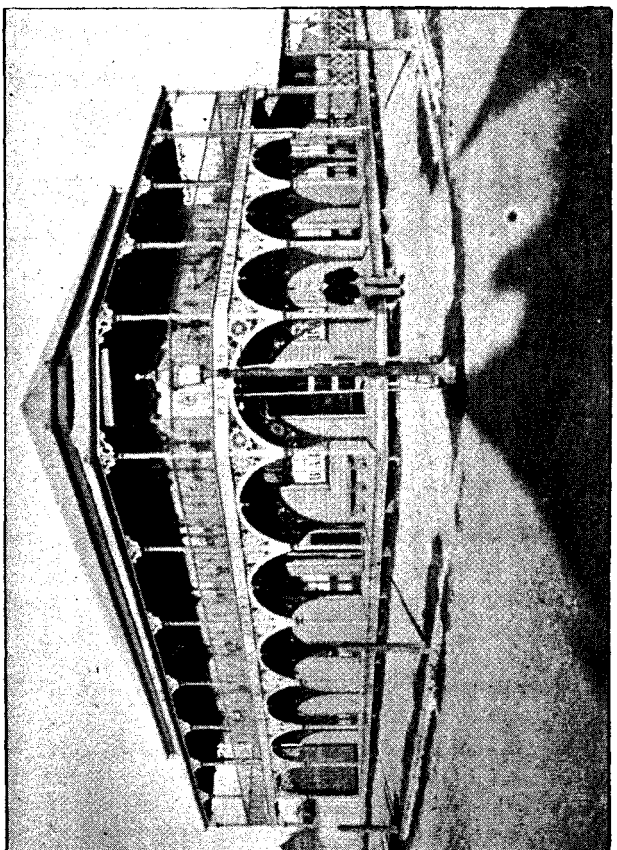
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At MARCUS BOGE'S you're sure to find;
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If Boots are bad with wear and tear,
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He makes them sound and stops the holes
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At this great epoch of New Year,
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Men, women, children, all should go
To buy new Boots at prices low,
A large assortment to select,
And not one flaw you can detect;
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Inspect the New Year Stock of BOOTS and SHOES of all kinds, to suit all classes, at all Prices; bad Boots are a great torture to the wearers. MARCUS BOGE'S BOOTS are a cure for Corns and Tender Feet. ALL KINDS MADE TO ORDER AT LOW PRICES.

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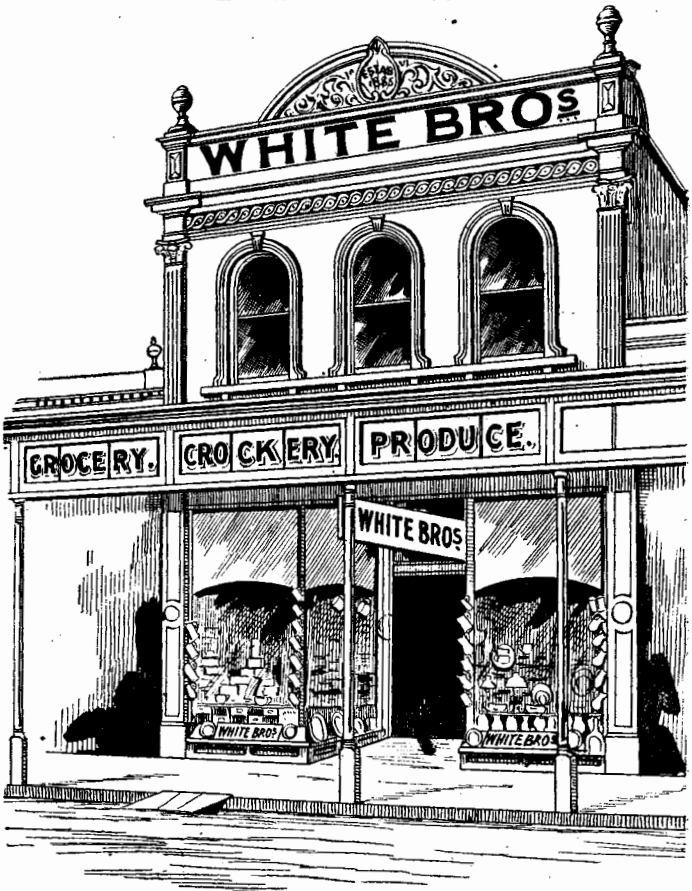


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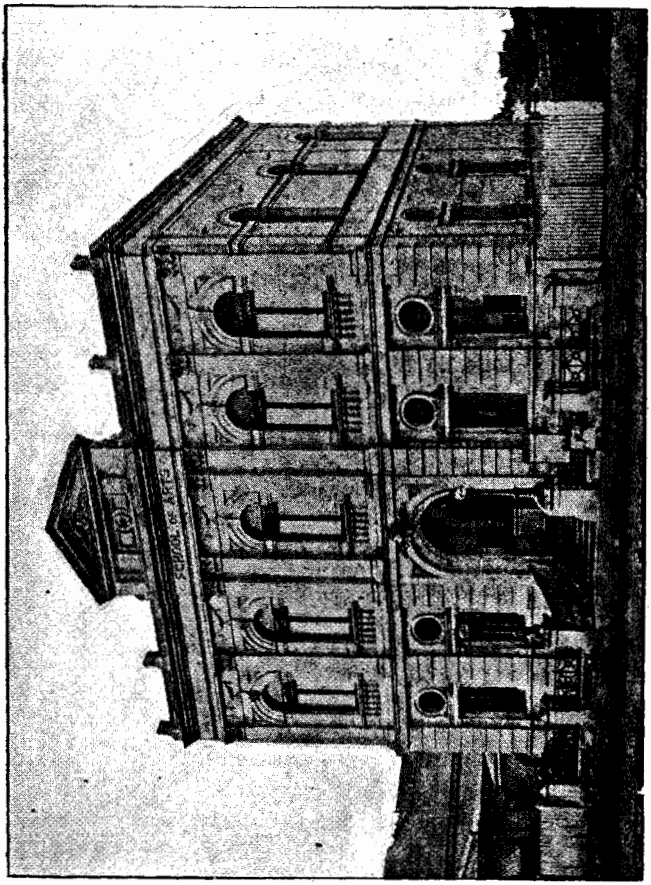


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FIRST PRIZES and Gold and Silver Medals at all local Exhibitions, for Superiority of Work, Style, Excellence and Quality.

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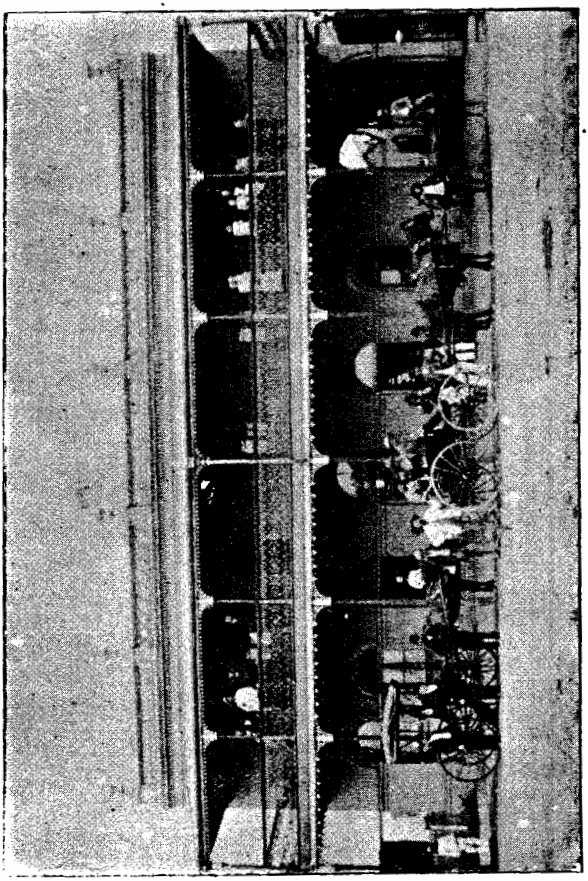
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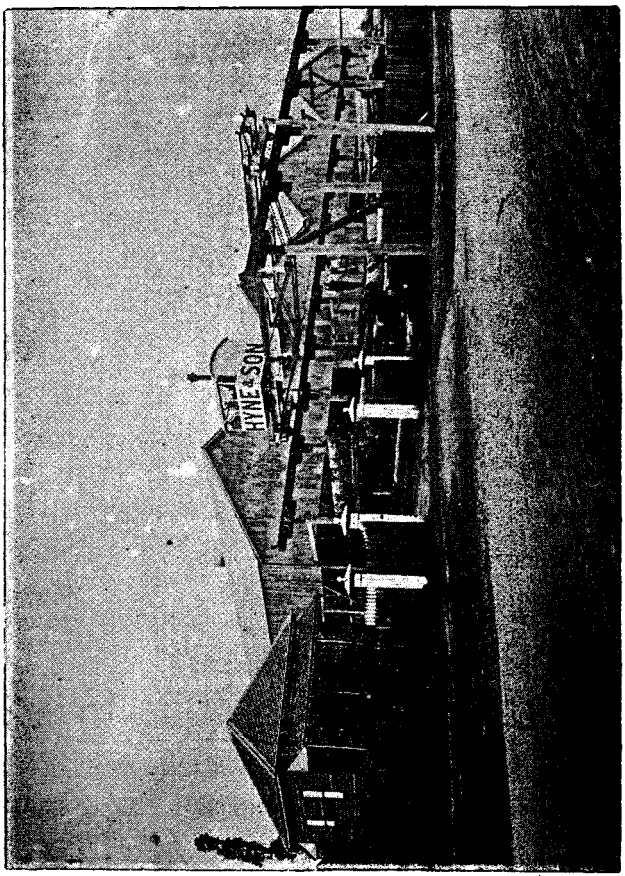
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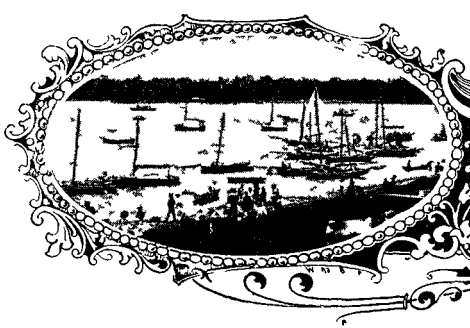
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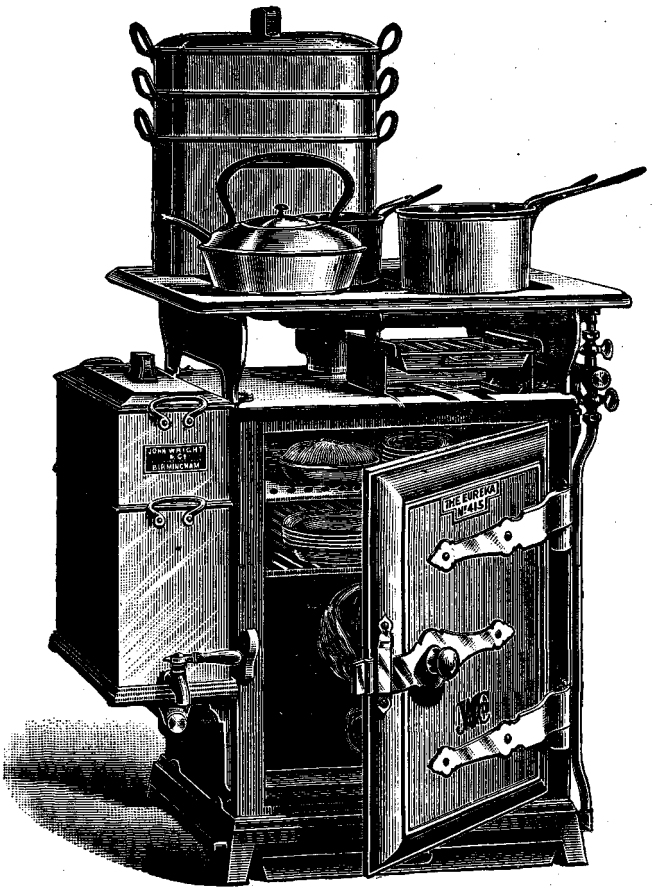
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