



# **Non-Indigenous Cultural Heritage Investigation**

**for the  
Gladstone GLNG Project**



**Report prepared for**

**URS**

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## EXECUTIVE SUMMARY

This Technical Report details the full methodology, approach, baseline information, results and recommendations of the Non-Indigenous Cultural Heritage Investigation for the Gladstone LNG project. Information from this Technical Report will provide the relevant information for the historic heritage sections of the EIS. Terms of Reference (ToR) have been prepared for the EIS, the objective of which is to ensure that potential environmental, social and economic impacts of the project are identified and assessed and, where possible, establish how any adverse impacts could be avoided. The ToR require that direct, indirect and cumulative impacts must be fully examined and addressed and that the GLNG project should be based on sound environmental protection and management criteria.

The approach and methodology of the historical heritage investigation was developed from the requirements of the ToR and the relevant industry best practice guidelines. It also takes into consideration the large study areas and timeframes proposed by the project. The aims of the historical cultural heritage investigation were to:

- Meet the Terms of Reference;
- Define all known historical heritage sites in or in close proximity to the project area;
- Assess the potential of the project area to contain further unknown heritage sites;
- Assess each known historical heritage site for its level of significance, with the intention of categorising each site into levels of Commonwealth, State or local significance, or of no significance; and
- Provide appropriate recommendations so that the values of all historical heritage sites are managed during the construction and post-construction phases of the project.

The ARCHAEO study used a phased approach to the identification and assessment of cultural heritage, as follows:

*Phase 1 – Preliminary Investigation*

*Phase 2 – Detailed Survey*

*Phase 3 – Reporting and EIS*

The Project comprises three distinct components:

- CSG field development;

- Gas transmission pipeline construction; and
- LNG liquefaction and export facility development.

## Summary of Findings

Forty five (45) sites (precincts and individual sites) of known heritage value were identified within the GLNG project areas. These include heritage sites identified on statutory and non-statutory registers and sites located during field inspections. Each of these sites required heritage assessment, impact assessment and management recommendations.

**Table A:** Known sites of heritage value located within the project area.

Where Sites were Identified	No. of Sites
Statutory and Non-Statutory Registers	13
Field survey	32

## Summary of Impacts

A significance assessment and an assessment of the likely or indicative impact by the Project on each of the 45 sites of known heritage value were undertaken. A summary of these assessments is provided below in Table B (for further details refer to Chapters 6 and 8).

**Table B:** A summary of the significance and impact assessment.

Level of Significance	Site Type	Sites Indirectly Impacted	Sites Directly Impacted	Unknown Impact
State Significance	Precinct	2		
	Archaeological	1	4	3
	Heritage	10	2	
Local Significance	Precinct	3		
	Heritage	1	9	10

## Cumulative Impacts

There are several sites which are particularly vulnerable to cumulative impact, including:

- HAS-03 (Old Carnarvon Highway Alignment)
- HAS-10 (Injune to Roma railway)
- HAS-11; HAS-19; HAS 27 and HAS 28 (Telegraph lines)

## Summary of Mitigation Measures

### General Mitigation Recommendations

General recommendations to manage identified areas which may be impacted by the proposed GLNG project, along with general mitigation measures for potential impact on unknown sites within the project area are listed below (for complete recommendations refer to Chapter 9).

- Recommendation 1 - Avoid Cultural Heritage
- Recommendation 2 – Preferred Pipeline Route
- Recommendation 3 – Alternate Pipeline Routes
- Recommendation 4 – Further Assessment
- Recommendation 5 – Unexpected Finds
- Recommendation 6 – Archaeologist “On-Call”
- Recommendation 7 – State Significant Sites
- Recommendation 8 – Archaeological Sites
- Recommendation 9 – Locally Significant Sites
- Recommendation 10 – Heritage Precincts
- Recommendation 11 – Places of Historic Interest
- Recommendation 12 – Potential Sites
- Recommendation 13 – Protection of Heritage in SANTOS Ownership
- Recommendation 14 – Community Consultation
- Recommendation 15 – Training Guidelines
- Recommendation 16 – Management of Cumulative Impact
- Recommendation 17 – Active Protection of Heritage within the Community
- Recommendation 18 – Regular Monitoring

### Specific Mitigation Measures

All 45 sites have been provided with a specific mitigation recommendation (refer to Chapter 10). Briefly, the mitigation measures include, but are not limited to:

- Avoidance of State significant sites as an immediate priority;
- Development of a Project specific Conservation Management Plan;
- The establishment of buffers to protect sites from effects of construction work;
- Alternative routes for transport;

- Impacts to sites should be recorded by a suitably qualified heritage professional and includes liaison with and approval of relevant stakeholders;
- Staff awareness training;
- Regular site monitoring to ensure no further damage occurs; and
- Archaeological monitoring of ground works (excavation).

## 1.0 INTRODUCTION

ARCHAEO Cultural Heritage Services have been commissioned by URS to undertake a Non-Indigenous Cultural Heritage Investigation as part of the Gladstone LNG Project (the GLNG project). Ultimately, this Historic Cultural Heritage Investigation has been undertaken to inform the current Environmental Impact Statement (EIS) for the GLNG project, in relation to historic cultural heritage.

This Technical Report details the full methodology, approach, baseline information, results and recommendations of the Historic Cultural Heritage Investigation for the GLNG project and, in accordance with the EIS Terms of Reference (ToR), should form an appendix to the EIS. Information from this Technical Report will provide the relevant information for the historic heritage sections of the EIS.

### 1.1 Purpose of the GLNG Project

Santos Limited proposes to develop a Liquefied Natural Gas (LNG) export facility at Gladstone in Central Queensland, Australia. The facility will allow Santos to commercialise its Queensland coal seam gas (CSG) resources, with coal seam gas being transported to the Gladstone LNG facility via a 425 km gas transmission pipeline, processed and exported in the form of LNG to overseas markets. The facility will initially be constructed to produce three to four million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal ten Mtpa. The Project will consist of the following key components:

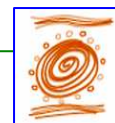
- CSG field development;
- Gas transmission pipeline construction; and
- LNG liquefaction and export facility development.

The project is discussed in further depth in Chapter 8 (Impact Assessment).

### 1.2 Study Area

The GLNG project is located in central QLD, on the coastal and inland areas known as Capricornia QLD (see Figure 1.1 – Project Location). The GLNG project comprises three distinct components:

1. *The CSG field development*





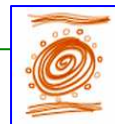
The CSG field development consists of the inland gas field areas (Figures 1.3 – CSG Fields Southern Section and 1.4 - CSG Fields Northern Section).

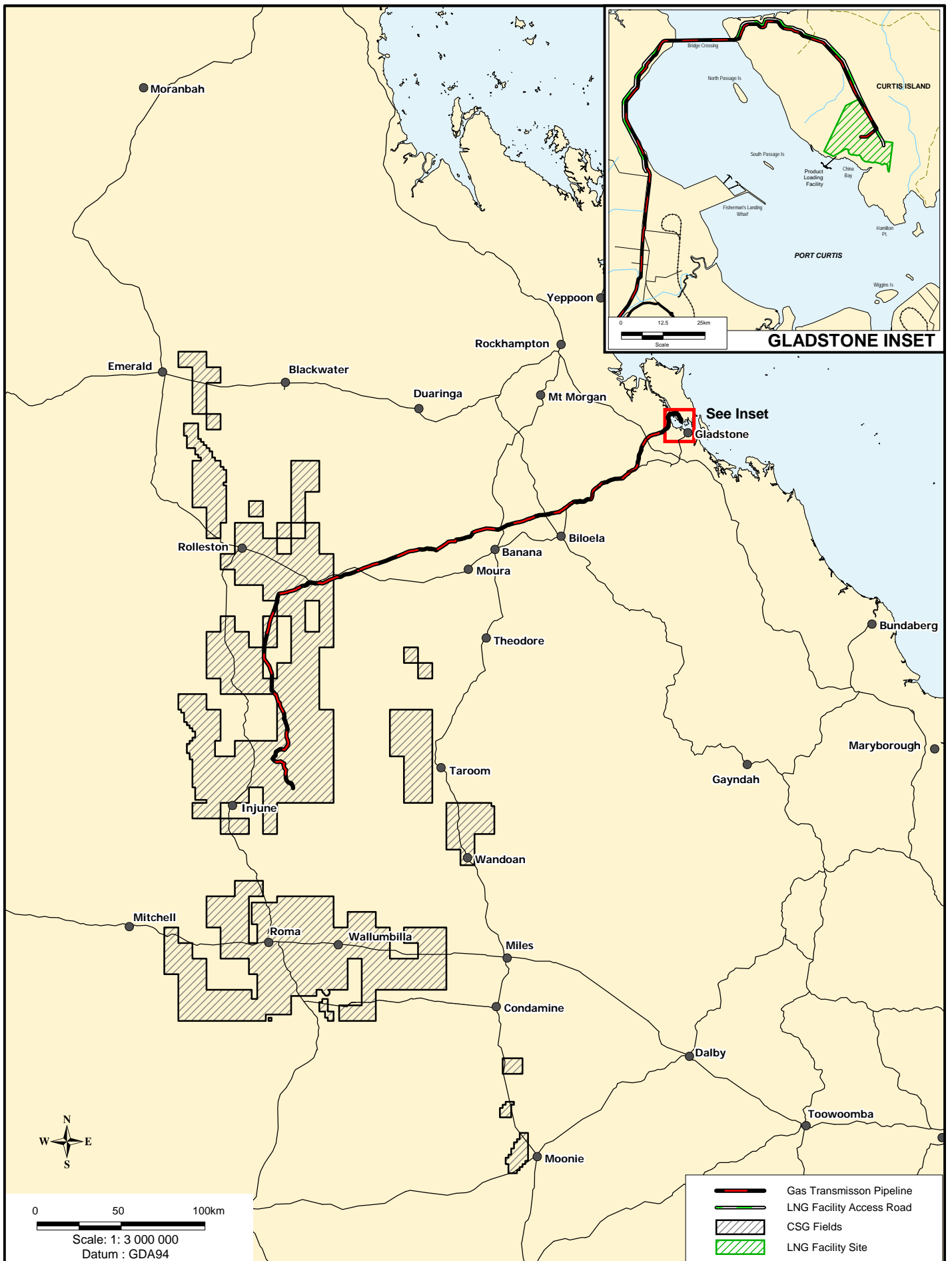
2. *Gas transmission pipeline*

This comprises a 425km pipeline to transport gas from the inland field areas to the coast (see Figure 1.2 – Proposed Pipeline Alignment).



3. *LNG liquefaction and export facility development*

This comprises a plant on Curtis Island, directly off the coast of Gladstone (see Figure 1.5 – Proposed LNG Facility Location).

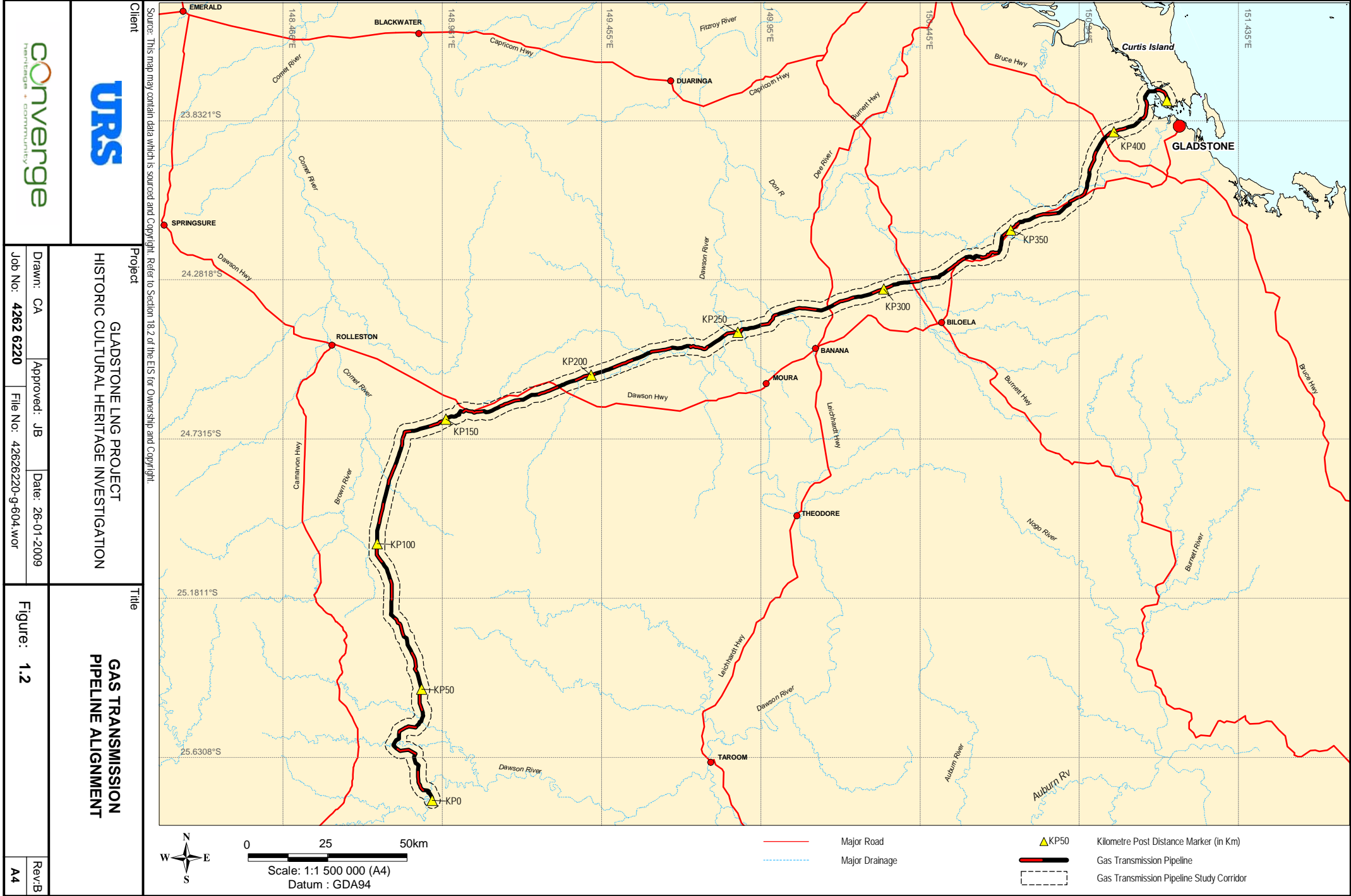




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Client  	Project <b>GLADSTONE LNG PROJECT          HISTORIC CULTURAL HERITAGE INVESTIGATION</b>		Title <b>PROJECT LOCATION</b>	
	Drawn: CA Job No: <b>4262 6220</b>	Approved: BG File No: 42626220-g-603.wor	Date: 26-01-2009	Figure: <b>1.1</b>

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Client: Source: This map may contain data which is sourced and Copyright. Refer to Section 18.2 of the EIS for Ownership and Copyright.

Project: GLADSTONE LNG PROJECT  
HISTORIC CULTURAL HERITAGE INVESTIGATION

Title: GAS TRANSMISSION  
PIPELINE ALIGNMENT



Drawn: CA  
Job No.: 4262 6220  
Approved: JB  
File No.: 42626220-g-604\_wor  
Date: 26-01-2009

Figure: 1.2

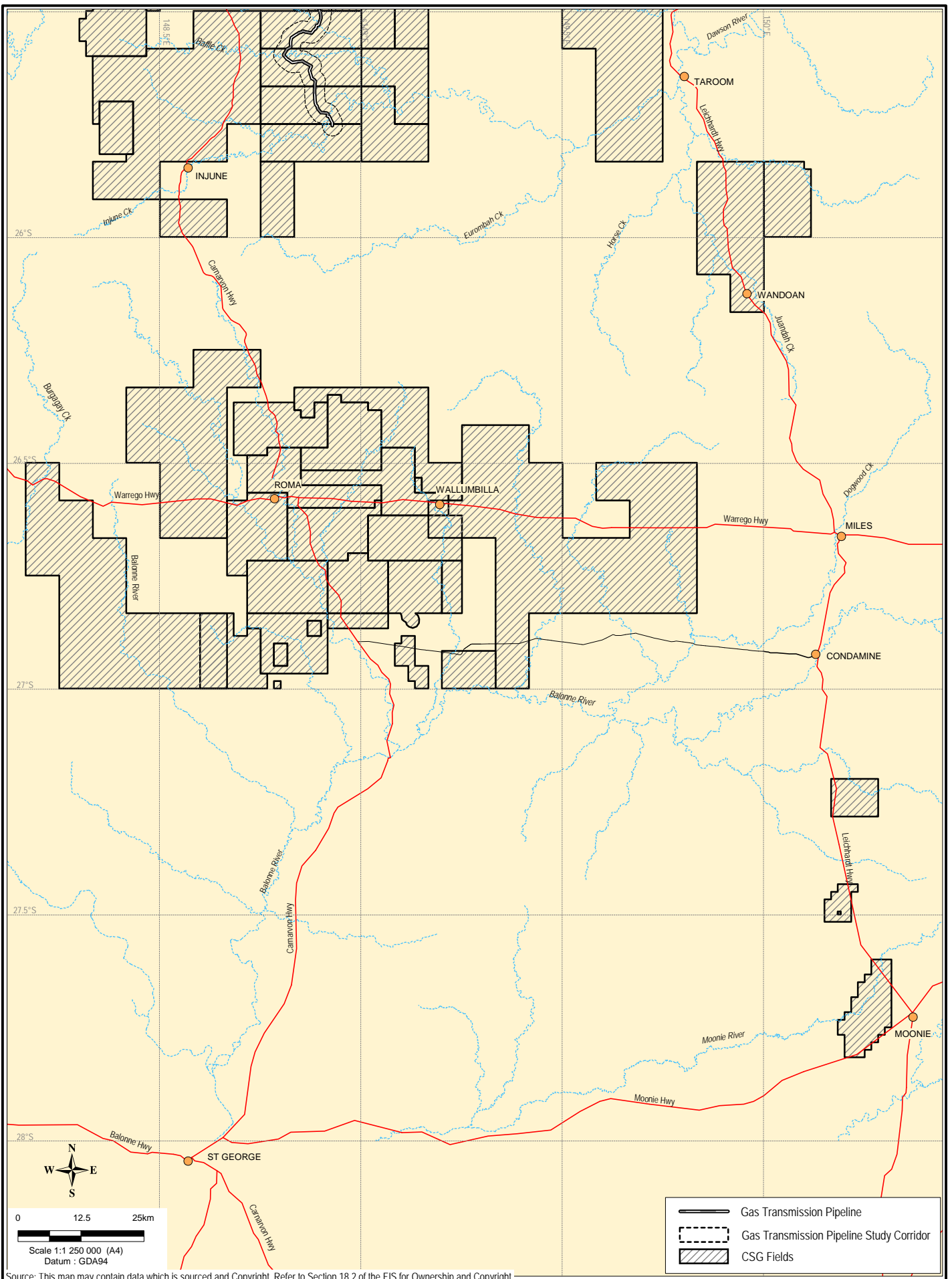
Rev: B  
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0 25 50km

Scale: 1:1 500 000 (A4)  
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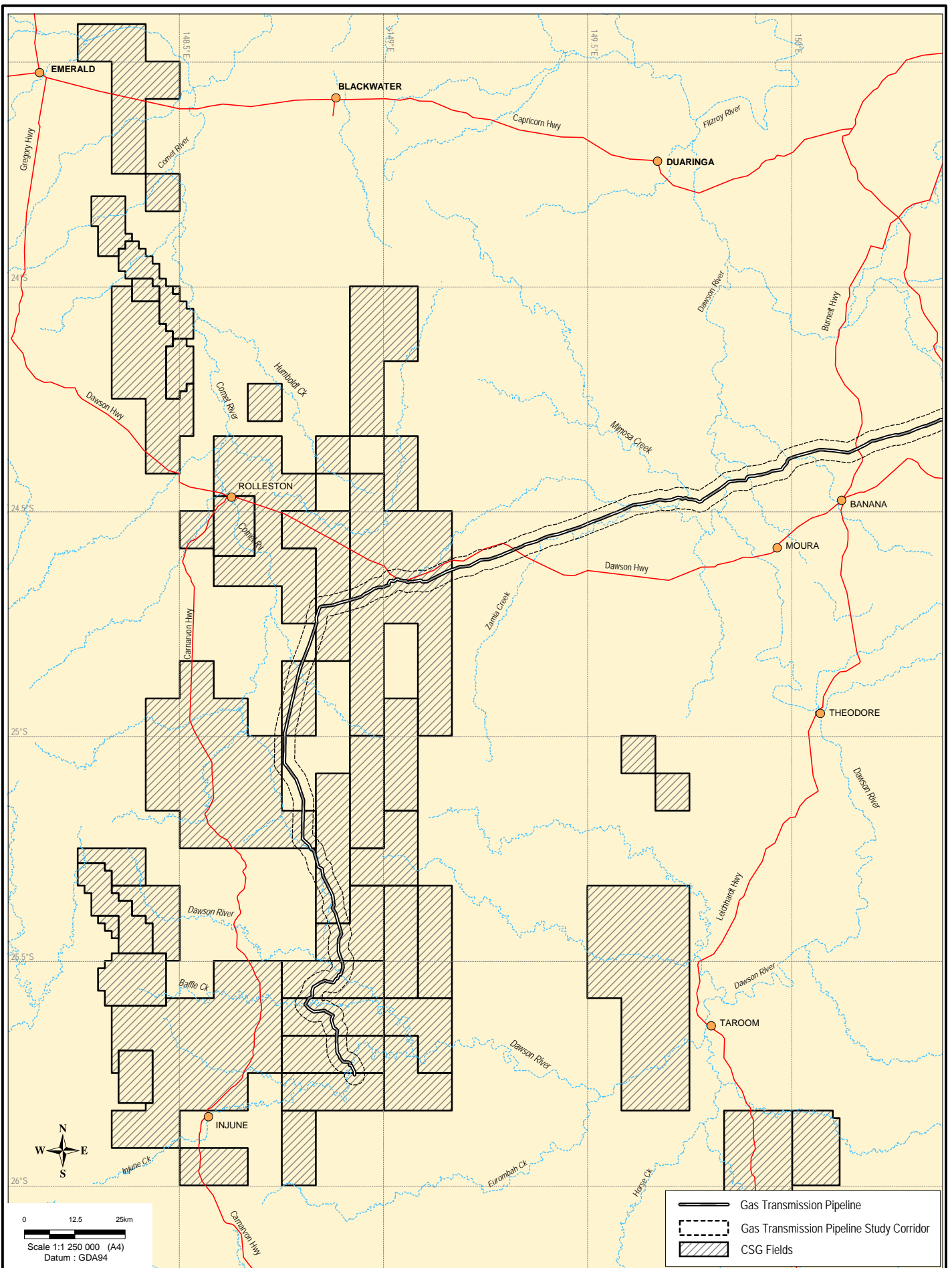
- Major Road
- - - - Major Drainage
- ▲ KP50 Kilometre Post Distance Marker (in Km)
- Gas Transmission Pipeline
- Gas Transmission Pipeline Study Corridor





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Client  	Project <b>GLADSTONE LNG PROJECT          HISTORIC CULTURAL HERITAGE INVESTIGATION</b>		<b>CSG FIELDS          (SOUTHERN SECTION)</b>	
	Drawn: CA Job No: <b>4262 6220</b>	Approved: BG File No: 42626220-g-605.wor	Date: 26-01-2009	Figure: <b>1.3</b>

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Client  	Project <b>GLADSTONE LNG PROJECT          HISTORIC CULTURAL HERITAGE INVESTIGATION</b>		Title <b>CSG FIELDS          (NORTHERN SECTION)</b>	
	Drawn: CA Job No: <b>4262 6220</b>	Approved: JB File No: 42626220-g-606.wor	Date: 26-01-2009	Figure: <b>1.4</b>



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0 1.25 2.5km  
 Scale 1:100 000 (A4)  
 Datum : GDA94

-  Gas Transmission Pipeline
-  LNG Facility Access Road
-  LNG Facility Site
-  Gas Transmission Pipeline Study Corridor

Source: This map may contain data which is sourced and Copyright. Refer to Section 18.2 of the EIS for Ownership and Copyright.

Client 	Project GLADSTONE LNG PROJECT HISTORIC CULTURAL HERITAGE INVESTIGATION	Title <b>PROPOSED LNG FACILITY LOCATION</b>
	Drawn: CA    Approved: BG    Date: 26-01-2009 Job No: <b>4262 6220</b> File No: 42626220-g-607.wor	Figure: <b>1.5</b>
		Rev: B <b>A4</b>

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### **I.3 Scope of the GLNG EIS**

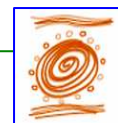
In July 2007, the Coordinator-General declared the GLNG project to be a ‘significant project’ for which an Environmental Impact Statement (EIS) is required in accordance with Part 4 of the *State Development and Public Works Organisation Act, 1971* (Queensland legislation). In addition, the Australian Government Minister for the Environment, Water, Heritage and the Arts determined that the five referrals relating to the Project are each a ‘controlled action’ pursuant to the *Environment Protection and Biodiversity Conservation Act, 1999* (Commonwealth legislation) in relation to potential impact on listed species and threatened species.

While Santos has identified potential fields for the supply of gas and a preferred location for the pipeline and LNG Liquefaction and Export Facility, the EIS will address environmental impacts associated with feasible alternative sites capable of substantially meeting the proposal’s objectives. Terms of Reference (ToR) have been prepared for the EIS, the objective of which is to ensure that potential environmental, social and economic impacts of the Project are identified and assessed and, where possible, establish how any adverse impacts could be avoided. The ToR require that direct, indirect and cumulative impacts must be fully examined and addressed and that the GLNG project should be based on sound environmental protection and management criteria.

### **I.4 Non Indigenous Cultural Heritage Investigation – ToR Requirements**

Specifically, the ToR stated the following broad requirements:

- The chief executive of the Environmental Protection Agency (EPA) is to be notified if an historical archaeological artefact, that is an important source of information about an aspect of Queensland’s history, is found during the course of the study;
- A systematic survey of the proposed development area to locate and record non-Indigenous cultural heritage places;
- Significance assessment of any cultural heritage sites/places located;
- The impact of the proposed development on cultural heritage values; and
- A report of work done which includes background research, relevant environmental data and methodology, as well as results of field surveys, significance assessment and recommendations.



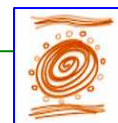
Further, the ToR required the following more general requirements:

- The study should include findings of consultation with:
  - DEHWA concerning the Register of the National Estate, Commonwealth Heritage list and National Heritage list;
  - EPA regarding the Queensland Heritage Register and other information regarding places of potential non-Indigenous cultural heritage significance;
  - the Department of Natural Resources and Water regarding the Indigenous Site Database;
  - Any local government heritage register;
  - Any existing literature available from Queensland Government sources or provided to Santos by local community groups/organisations relating to the affected areas; and
- Liaison with relevant community groups/organisations (e.g. local historical societies) concerning:
  - places of non-Indigenous cultural heritage significance; and
  - opinion regarding significance of any cultural heritage places located or identified.

The ToR requires that potential impacts and mitigation methods are clearly outlined and explored, including developing practical measures for protecting or enhancing cultural heritage environmental values, describing how nominated quantitative standards and indicators may be achieved for cultural heritage management, and how the achievement of the objectives will be monitored, assessed and managed.

The ToR requires that the Technical Report include an assessment of likely effects on sites of non-Indigenous cultural heritage values, including but not limited to the following:

- Description of the significance of artefacts, items or places of conservation or cultural heritage values likely to be affected by the Project and their values at a local, regional, state and national level; and



- Recommended means of mitigating any negative impact on cultural heritage values and enhancing any positive impacts.

## **I.5 Project Approach**

### **I.5.1 Aims and Methodology**

The approach and methodology of the Non Indigenous Cultural Heritage investigation was developed from the requirements of the ToR and the relevant industry best practice guidelines including the Australia ICOMOS Burra Charter. It also takes into consideration the large study areas and timeframes proposed by the project. The aims of the historical cultural heritage investigation were to:

- Meet the Terms of Reference;
- Define all known historical heritage sites in or in close proximity to the project area;
- Assess the potential of the project area to contain further unknown heritage sites;
- Assess each known historical heritage site for its level of significance, with the intention of categorising each site into levels of Commonwealth, State or local significance, or of no significance; and
- Provide appropriate recommendations so that the values of all historical heritage sites are managed during the construction and post-construction phases of the project.

The ARCHAEO study used a phased approach to the identification and assessment of cultural heritage, as follows:

#### ***Phase I – Preliminary Investigation***

To identify places of potential cultural heritage significance, ARCHAEO combined desktop research of heritage registers, databases and studies (for previously identified places) with primary historical and contextual research, including analysis of aerial mapping. These techniques provided indications of the types of sites likely to exist in the GLNG project area and also assisted with pinpointing the location of possible sites and places for further assessment.

As this project covers a large, dispersed geographical area, a number of previously prepared reports are relevant to this study, although none of which cover this exact project nature or

area. The bibliography includes all previous reports prepared for the region; however the following reports are particularly relevant to this study:

- Environmental Protection Agency. 2003. *Curtis Coast Regional Environmental Management Plan*;
- Lovell, Allom, et al. 1999. *Gladstone Regional Heritage Study*. Report prepared for Gladstone Regional Council and the EPA; and
- McDonald, Dr Lorna. 2001. *An Overview of the Historical Cultural Heritage Resources of the Curtis Coast*. Report prepared for the EPA.

Due to the size of the project area, particularly the CSG field development areas, it was not possible to survey the entire project area. Rather, the results of the desktop and contextual work informed a targeted field survey, aimed at ground-truthing the results of the contextual work and establishing the level of potential for the project area to contain potential heritage sites. Accordingly, an initial reconnaissance survey of the field areas, gas transmission pipeline and LNG and export facilities was undertaken to confirm the existence of sites identified during initial research, as well as define areas which have the potential to contain further sites and places of cultural heritage significance. The initial reconnaissance involved a targeted survey of the field areas (5 days), the pipeline route alignment (5 days) and Curtis Island study area (2 days).

### **Phase II – Detailed Survey**

The second stage involved a detailed survey of areas and sites, including those identified during Phase I which required further research and/or access to sites to confirm potential significance. Stage II aimed to involve further research on several of these sites to confirm their potential significance and several of the sites which required secondary survey. For field areas, Phase II was aimed at those sites located within the Santos priority areas of the Arcadia Valley, Roma, Fairview and environs.

It is intended that later stages of the GLNG project will investigate any potential sites which have been identified in this study but not assessed. These potential sites are identified in Figures 5.1- 5.6. See section 1.5.1.1 for further information.

### **Phase III – Reporting & EIS**

The final phase of the GLNG project included the preparation of this Technical Report, which will inform the Non Indigenous Cultural Heritage chapters of the EIS.

#### *1.5.1.1 Santos Two Phased Approach - CSG Fields*

In addition to the abovementioned aims and methodology, and the size of the gas fields and nature of the CSG activities, Santos has developed a two phased approach for the assessment of CSG fields:

##### Phase 1 (EIS phase)

- i. Intensive desk top analysis to determine potential sites;
- ii. Select key sites in CSG field areas (Roma, Fairview and Arcadia Valley) to investigate during field survey; and
- iii. Conduct of targeted field survey.

##### Phase 2 (post EIS phase)

- i. Utilise data from Phase 1 results to identify areas that are likely to contain cultural heritage sites;
- ii. Conduct further investigation of these areas as project development expands.

Only those works outlined in Phase 1 were conducted within the scope of this cultural heritage investigation. Recommendations for further phases of work (Phase 2) are provided in Chapter 9.

### **1.5.2 Limitations**

This investigation comprises the first stage of assessment for the GLNG project and is tailored to meet the requirements of the project's ToR. Due to the size of the GLNG project area, a program of targeted fieldwork only was utilised, based on the results of the background and contextual work. In addition, fieldwork was focused on the Santos priority areas of Roma, Fairview and the Arcadia Valley. As discussed in section 1.5.1.1, any potential sites identified as part of this investigation should be further investigated when development begins in the vicinity

of these sites (Phase 2) and more detailed surveys of the field areas may be required at later stages of the project.

### 1.5.3 Format of this Report

This technical report has three distinct sections: the investigation of environment; the assessment of environment; and management and mitigation measures. It is not intended that each section is a stand-alone document, rather it should be read as a component of the entire report. The report structure is outlined in the following table:

REPORT SECTION	CHAPTER	TITLE	PURPOSE
<i>Section A: Investigation of Environment</i>	01	Introduction	This section comprises the desktop analysis and baseline component of the investigation
	02	Historical Background	
	03	Register Searches & Consultation	
	04	Field Survey	
	05	Data Analysis	
<i>Section B: Assessment of Environment</i>	06	Cultural Heritage Significance	This section comprises the analysis of the desktop and baseline information and identifies issues arising from this analysis.
	07	Opportunities and Obligations	
<i>Section C: Management and Mitigation Measures</i>	08	Impact Assessment	This section presents the impact assessment and management of risk for the project.
	09	General Recommendation	
	10	Site Specific Recommendations	

### 1.5.4 Further Phases of Work

This Non Indigenous Cultural Heritage investigation comprises of the first stage of study to establish baseline data regarding the existing non Indigenous heritage environment. Further phases of study will likely be required to investigate areas with the potential to contain non-indigenous cultural heritage sites, to undertake full significance assessments, or to implement mitigation and/or recording of sites which may be impacted on by the GLNG project. Policies for this staged approach are provided in the relevant chapters of this report (Chapters 9 and 10). Based on the information obtained during this Phase I investigation, Santos should implement the procedures and recommendations contained in Chapters 9 and 10 of this report. It is likely that these further stages of work would occur during the post-EIS phases of work.



## **I.6 Project Team and Report Authors**

The project team consisted of the following:

- Benjamin Gall – Project Manager (BA History & Communications; B Design – in progress; M.ICONOS)
- Jane Ainsworth – Senior Consultant (BA Archaeology [Hons]; M.ICONOS);
- Dr Geoff Ginn – Historian (BA History [Hons]; PhD History);
- Douglas Hobbs – Heritage Consultant (BA Archaeology & Geography);
- Anna Nelson – Heritage Consultant (BA Archaeology; B Built Environment);
- Dave Williams – Heritage Consultant (BA Archaeology & Prehistory [Hons]); and
- Matt Alexander – Project Assistant (BA History & Archaeology – in progress).

Field survey was carried out by the following people:

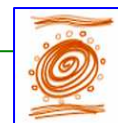
- Jane Ainsworth (Curtis Island and Gladstone);
- Douglas Hobbs (pipeline and field development areas);
- Anna Nelson (pipeline and field development areas);
- Dave Williams (pipeline and field development areas); and
- Matt Alexander (pipeline and field development areas).

The Technical Report was written by Jane Ainsworth, Matt Alexander, Anna Nelson and Dave Williams. The report was internally peer reviewed by Phillip Habgood.

## **I.7 Acknowledgements**

This report acknowledges the assistance of:

- Calliope Historical Society;
- Queensland Environmental Protection Agency – Cultural Heritage Branch;
- John Oxley Library;
- National Trust of Australia (QLD); and
- Queensland State Archives.



## 2.0 HISTORICAL BACKGROUND

### 2.1 Introduction

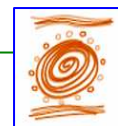
This historical background is not intended to be an exhaustive historical treatment of the present GLNG project area. It is based on a limited period of library and archival research in relevant documents and secondary sources. It concentrates on the major themes and issues in local non-Indigenous historical development in order to provide a contextual understanding of the region. Further research of specific sites and areas may be required at latter stages of the GLNG project to assist with detailed site research and recording.

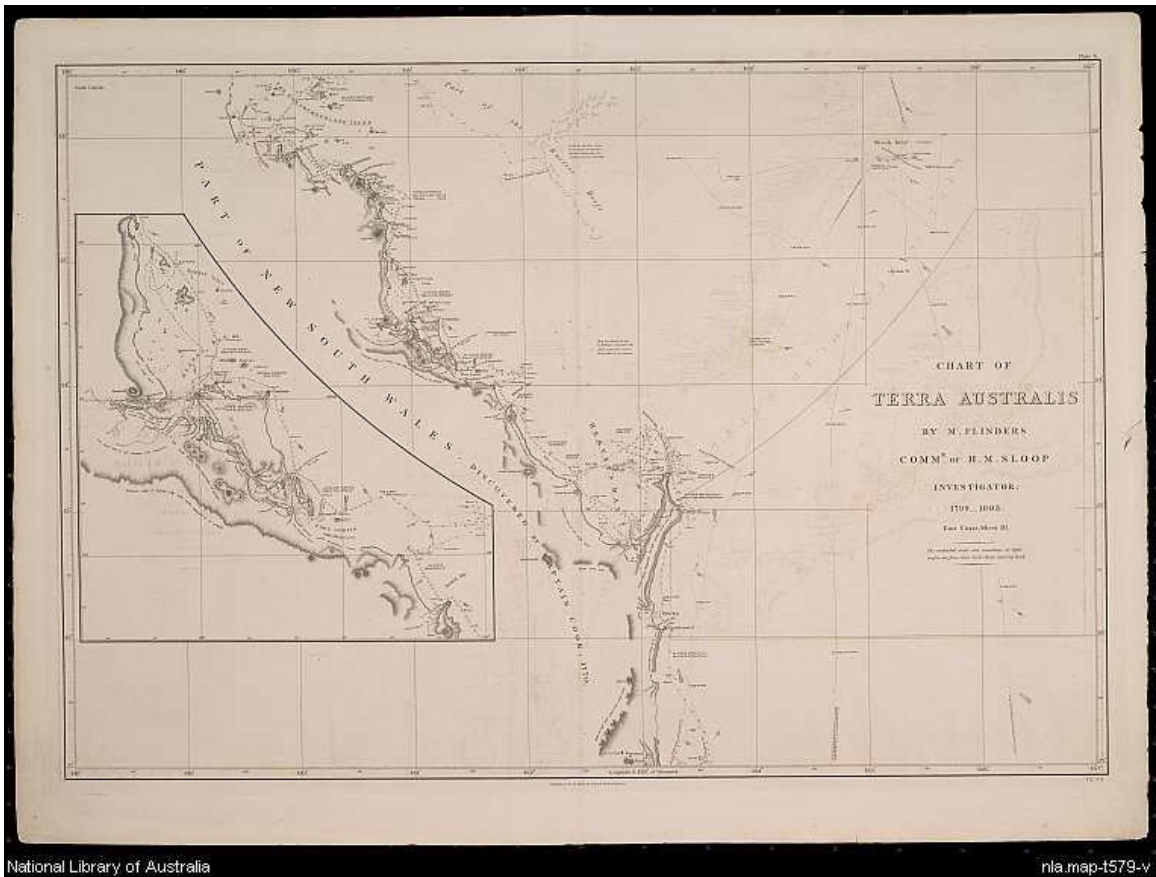
The history of the districts within the GLNG project area encompasses exploration, pastoralism, conflict with Indigenous occupants, a long period of gradual ‘opening up’ of the land and the development of towns and infrastructure. Key industries such as cattle and mining have had a profound impact on the history of the region. In the late twentieth century, the city of Gladstone was transformed from a small coastal community dependent on a butter factory and a seasonally operational meatworks to the site of Queensland’s largest power station and one of the world’s largest alumina plants. The presence of a deep-water port and the development of port facilities helped drive the economic development of Gladstone and the region as a whole. Many towns in the region have also experienced significant recent changes with the advent of large-scale coal mining, and gas exploration, mining, production and exportation.

### 2.2 Initial European Exploration

#### 2.2.1 Maritime Exploration

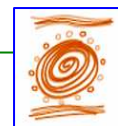
Though James Cook sailed along the east coast of Australia in the 1770s, he did not discover what is now Port Curtis or Gladstone Harbour and, indeed, mistook Curtis Island for the mainland (McDonald 2001:12). It was not until 1802 that Matthew Flinders sailed into the harbour to which he gave the name Port Curtis, after Sir Rodger Curtis, the admiral commanding the British squadron in South Africa (Golding 1964: 2). Flinders spent four days mapping the harbour, naming Gatcombe Head and Facing Island. He also investigated the shore and named Mount Larcom, Hill View, South Trees Point and Sea Hill on Curtis Island (McDonald 2001: 13).





**Figure 2.1:** Matthew Flinders, Chart of Terra Australis. Sheet III, East coast, 1814. Port Curtis is shown in more detail in the inset on the left of the map (National Library of Australia, MAP T 579).

More significant exploration of Port Curtis occurred in 1823. Surveyor General John Oxley was chosen to investigate a number of potential sites for a penal settlement. His instructions were to examine Moreton Bay, Port Curtis and what was then known as Port Bowen, now Shoalwater Bay. Oxley recommended Moreton Bay for subsequent settlement, and returned a negative report of Port Curtis and its prospects. He visited it in a time of severe drought and reported that its stony ridges and poor soil made it a poor choice for settlement, and the harbour was very difficult for shipping to enter (McDonald 2001: 13; Cumbrae-Stewart 1918: 8-9).



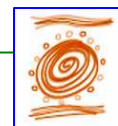
### 2.2.2 Inland Exploration

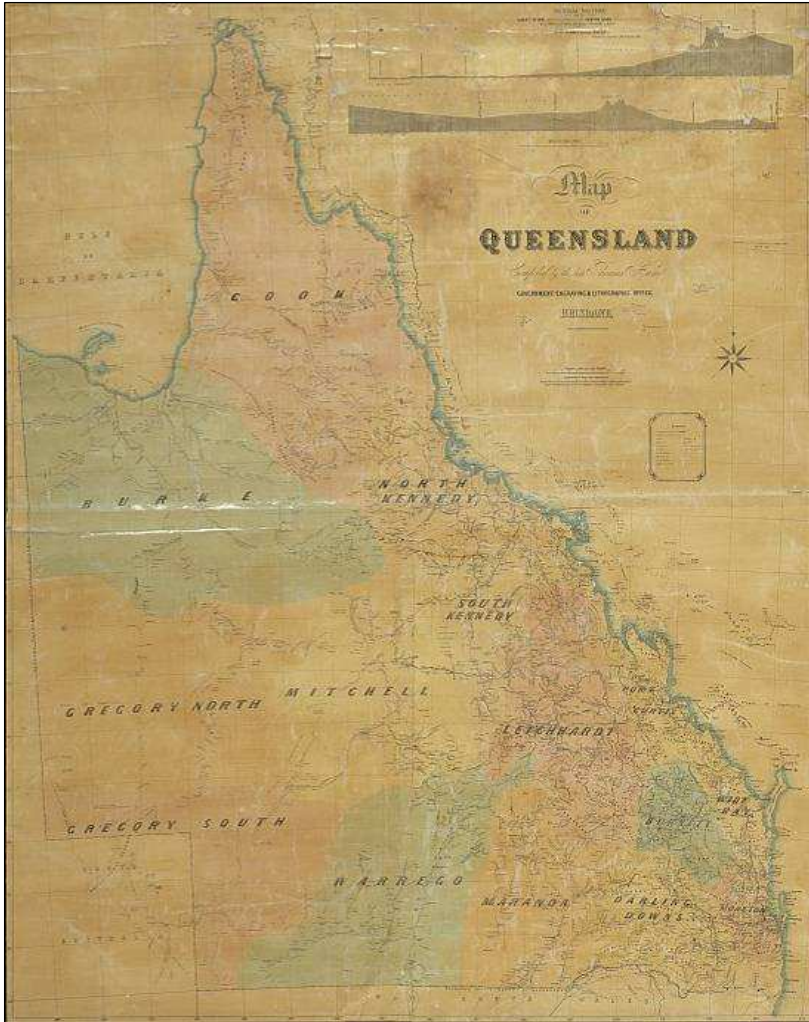
Ludwig Leichhardt is generally considered to be the first European to traverse the region, having set out from Jimbour in 1844, in order to determine an overland route to Port Essington (now Darwin). Leichhardt crossed the Dawson River near Taroom on 6 November 1844. The party tracked eastwards past Wandoan then on to Taroom. Leichhardt skirted the eastern part of the present Bauhinia Shire and travelled past Rolleston through the Springsure district, naming the Expedition Range, Christmas Range, and Albinia Downs. On the 28 December 1844, he named the Comet River after seeing a comet that night (Leichhardt 1844). Following on from his first successful expedition, Leichhardt determined to travel overland from the Darling Downs to the Swan River in Western Australia. Leichhardt passed through the Roma area in 1847, but his party encountered difficulties and returned to the Darling Downs. In 1848, he returned to the Maranoa, travelled to Mt Abundance and called at an outstation near present day Muckadilla. From there, Leichhardt wrote his last letters before setting off around 5 April, never to be heard of again (Huff, McDonald and Myers 1993: 19-20).

### 2.3 Pastoral Development, 1840 – 1860s

Apart from the penal settlement established at Moreton Bay in 1823, European settlement of Queensland commenced with the arrival of squatters from the New England and Hunter districts of New South Wales, who entered the Southern Darling Downs and Maranoa district in the 1840s in search of land to pasture their stock (Whitmore 1991: 2). The spread of pastoralism was largely responsible for the opening up of new territory (Riggs 1936: 279).

Early colonial settlement in the region under examination began in the south with the take up of land around the Maranoa/southern Leichhardt district (around present day Roma), moved north into the central Leichhardt district (Injune, Rolleston, Springsure and Emerald), and then east to the northern Burnett region (Banana and Biloela) and ended on the coast at the district of Port Curtis (Gladstone and Curtis Island).





**Figure 2.2:** Map of Queensland showing pastoral districts c. 1871, including the districts encompassed by the Study Area: Maranoa, Leichhardt, Southern Burnett and Port Curtis districts (National Library of Australia).

### **2.3.1 Maranoa Pastoral District (Roma)**

Following Mitchell and Leichhardt, a large number of squatters entered the eastern Maranoa in search of fresh pastures. From approximately 14 June 1847 to 24 June 1847, Thomas Archer, Arthur Chauvel and James Blyth explored Fitzroy Downs but failed to take up land. Later in 1847, Frederick Isaac, who had been with Leichhardt, successfully claimed Dulacca on the lower Condamine. Charles Coxen led another group across the Maranoa from east to west but failed to find attractive runs, but he and his brother Henry did establish themselves in the eastern Maranoa after the Native Mounted Police 'pacified' the district (Collins 2002: 12-13).

Armed with maps and advice supplied by Thomas Mitchell, in October 1847 Gwydir River squatter Allan McPherson set off from his property, Keera, with over twenty men, thousands of sheep and hundreds of cattle to occupy the land of the Mandandanji at Mt Abundance in the eastern Maranoa (Collins 2002:1). Centred on Mt Abundance, near present day Roma, McPherson's run took in considerable stretches of the Muckadilla, Yalebone and Bungeworgorai creeks. McPherson sold Mt Abundance to Stephen Spencer in 1857. Spencer rebuilt the original head station building, which had been demolished, but decided to establish his own homestead upstream on Bungeworgorai Creek.

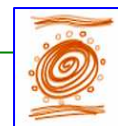
### **2.3.2 Leichhardt Pastoral District (Injune, Rolleston, Springsure, Emerald)**

The onset of European settlement in the pastoral district of Leichhardt north of the Maranoa, in the area later known as the Bauhinia Shire, remains somewhat unclear. In spite of the favourable reports from Leichhardt and Mitchell, there was no immediate rush of squatters, but in the latter part of the 1850s, a number of 'informal' runs were taken up. In 1857, Mackenzie, Serecold, Walker and Wiggins took leases on Carnarvon, Clematis, Consuelo, Planet, Meteor and Orion Creeks (Cutler 1977:1). Lieutenant Serocold also took up a run in the Comet area and William Landsborough followed in 1858. He explored the Comet River to its watershed and was probably the first white person to explore the Rolleston/Springsure area. They were followed by Peter MacDonald who took up land on the Nogoia, and named the area known as Cullin-la-Ringo, Spanish for 'sought and found' (MacDonald 2001: 80).

Springsure first commenced in 1854 when shepherds built huts there. By early 1860, there was considerable settlement activity, as graziers moved into the downlands, bringing their sheep and horses with them, and by 1867 most of the land was taken up. By 1870, settlement had also begun at Rolleston (Johnston and Campbell 1979: 14). Peter Fitzallen MacDonald, meanwhile was the first person to select land in the Emerald Shire. He took up a number of properties between 1861 and 1865, including Emerald Downs, Avoca, Modewarra, Kingower and Middara (Emerald Shire Council 1979: 12).

### **2.3.3 Northern Burnett Pastoral District (Banana)**

Settlement in the Burnett commenced in the 1840s, but the central and northern Burnett was not extensively occupied until 1848. Early land holders included Reid on Iderway Station and





Humphries and Herbert who jointly held Wetherston and Ban Ban. By the end of 1848, most of the Burnett Basin had been occupied (Burnett Country Development Council 1999: 1).

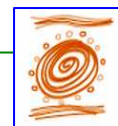
Eventually, the Upper Dawson region was occupied and settlement advanced northwards from the Burnett District. Rannes Station was founded by the Leith-Hay brothers, James and Norman, in 1852. They set up their station on the confluence of the Don and Dee Rivers and named it Rannes after the Scottish home from which they had come. For a time Rannes was the most remote station in the region. Land proved to be unsuitable for the 28,000 sheep which they stocked it with. Bullock drays had to cart the wool as far south as Maryborough, travelling via the Gayndah track. In 1856, they were able to ship the wool through Gladstone and later Rockhampton. Rannes became the headquarters for Land Commissioner W.K. Wiseman in 1855.

#### **2.3.4 Port Curtis Pastoral District (Gladstone, Curtis Island, Calliope)**

The pastoral industry also encouraged settlement of the Port Curtis district (Sheehan 30). Its potential as a port made Port Curtis the next likely choice for land settlement in northern Queensland (MacDonald 2001: 15). Port Curtis was proclaimed a pastoral district on 10 January 1854. This proclamation opened up much of central coastal Queensland to eager squatters seeking to lease the vacant Crown Lands (MacDonald 2001: 15). W.H. Walsh marked out runs at Rodd Bay and in the Boyne Valley. He became the largest landholder in what became the Calliope Shire. His five runs in the Boyne Valley occupied 126 square miles. Early leases in the area included Raglan, Carara and Calliope stations which were owned by James Landsborough (McDonald 2001: 15-16). By the 1860s, the land's potential for grazing sheep and its convenient access to a deep water port was realised and capitalised upon, albeit in a limited capacity.

#### **2.4 Pastoralism and Frontier Conflict**

With the expansion of European settlement came conflict with Aborigines for ownership and use of the land. The squatters appropriated valuable water holes, frightened away game and disturbed sacred sites. The only gain to Aborigines from the arrival of pastoralists and other settlers was that the stock provided good food to replace their traditional sources. However, squatters had arrived to use the land for the profit it could yield, and not to have their stock killed by people they considered 'uncivilized savages' (Reynolds 1987: 42). A state of constant

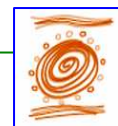


conflict, frequently breaking into violence, raids and vigilante-style punitive reprisals soon developed between European and Aboriginal communities throughout Central Queensland.

Hostility eventually grew so intense that the white squatters asked the colonial government for police protection. The government sent a detachment of Native Mounted Police (NMP) to set up depots at various locations. While its numbers never rose above 250, the NMP force's numerical disadvantage against larger groups of Indigenous people was overcome by its use of horses and superior weaponry, particularly the Snider carbine (Thorpe 1996: 49). Officially, it was their job to maintain law and order; to protect both black and white. However, what this meant in practice was that Aborigines were summarily punished, often by 'dispersals' accompanied by indiscriminate firing into campsites and travelling groups, for any trouble real or perceived (Reynolds 1987:18; Rowley 1970: 157-168).

Throughout the 1850s, there were numerous clashes between Aborigines, the NMP, and settlers and their pastoral workers. Within the Gladstone region, the former Mount Larcom Station homestead was the site of a tragic conflict between the white occupants and the local Byellee people on the 26 December, 1855 (Skinner 1975:208). William Young's station was located some 14 miles west of Gladstone, close to the Bruce Highway on a rise above Larcom Creek (McDonald 2001:47; Skinner 1975:208-209). In total, five people were attacked and killed; three white men, one white woman and one Aboriginal boy. Reprisal occurred shortly afterwards near the Fitzroy River, approximately 30 miles from the homestead, resulting in the deaths of eleven Aborigines that were reportedly involved in the murders at Mount Larcom station (Skinner 1975:210).

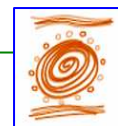
The conflict between local Aboriginal groups, the NMP and white settlers reached its zenith in 1857 when eleven Europeans, including most of the Fraser family and their employees, were killed by Aborigines at Hornet Bank on the Upper Dawson, east of present day Injune (Reynolds, 1987: 47). Severe retaliation by white 'vigilante' parties followed this attack. To the south in the Maranoa, meanwhile, pastoralists and the police fought with the Mandandanji for control. Commandant Frederick Walker's NMP patrols were 'relentless' and in the Attorney-General's opinion 'a great many blacks are suspected of having been killed by the police' (Collins 2002:145). In 1861, the largest massacre of Europeans by Aborigines occurred at the Cullin-la-



Ringo station, west of Gladstone. The attack was probably the culmination of the conflict and reprisal attacks carried out in the region in the previous decade (Reid 1982: 137-8). More reprisal attacks followed the massacre at Cullin-la-Ringo.



**Figure 2.3:** Map of Port Curtis District c. 1865 (National Library of Australia).



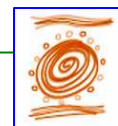
## 2.5 Early Settlement, 1850s-1880s

### 2.5.1 Early Gladstone and Curtis Island

The early settlement of Port Curtis ranks as one of the strangest episodes in the history of colonial Queensland. In 1845, the British Government was concerned about the future of transportation to New South Wales. The emergent middle class of the colony were opposed to transportation, while the ruling elite, comprised of the wealthy squatters who occupied the Legislative Council, were in favour, as convicts provided free labour (Cochrane 2006: 137). William Ewart Gladstone, then Colonial Secretary, formulated a plan to send reformed convicts from Tasmania to northern Australia and selected Lieutenant-Colonel George Barney of the Royal Engineers as the leader of the new settlement (Hogan 1897: 9). Barney chose Port Curtis as the administrative centre of the vast new Colony of North Australia. However, the experiment was short lived and was abandoned in 1845 (McDonald 2001: 14).

The area remained undisturbed by Europeans until 1853, when surveyor Francis McCabe arrived to begin surveying town allotments and small farms. His work was prompted by the need for a port from which inland squatters could ship their wool. Governor Fitzroy appointed Captain Maurice O'Connell Government Resident and he arrived there in March 1854, setting up a tent town at Barney Point (McDonald 2001: 17). Fitzroy arrived on the HMS Calliope in April and officially installed O'Connell in his office. Gladstone, named after the former Colonial Secretary and future prime minister of Britain, was therefore officially created – unlike other towns which sprang up according to patterns of land settlement.

Colonial officials were also hopeful that Gladstone could support a major settlement because of the deep water harbour there. In June 1853, surveyor Francis McCabe and party arrived to begin surveying town allotments and small farms. Nonetheless, the population grew slowly. The discovery of gold in 1861 on the Calliope fields helped bolster the fortunes of the town. Local government commenced in February 1863 and schools, churches and cultural institutions soon emerged. By 1870, several hundred people lived in Gladstone and the *Observer* newspaper had been established (Gladstone Municipality Incorporated, 1976: 4). Port Curtis, meanwhile, had become a busy facility. A customs house was built in 1860 and the first public wharf was constructed in 1863. A lighthouse was built at Cape Capricorn in 1874 and another at Gatcombe Head in 1876.





**Figure 2.4:** Ships moored at the docks at Gladstone, ca. 1868 (JOL Image number. API-001-0001-0024).

The European presence on Curtis Island, the largest island off the Curtis Coast, commenced in 1858 when a pilot station for Fitzroy River shipping was established at Sea Hill on the northwest shore. A small township emerged; a primary school was opened and the first quarantine station was established at Sea Hill (Mc Donald 2001:24). The island was also a site for pastoral settlement. Monte Cristo Station, which took in the entire island, was registered in 1862 in the name of R.B.H.P. Ramsay. This station became the home of famous Australian novelist, Rosa Campbell Praed. The island was eventually divided into two stations – Spadeleigh in the north and Monte Cristo in the south. Later, a holiday township grew up at Southend (Mc Donald 2001:24).

### **2.5.2 Early Banana**

Banana was surveyed in September 1860 by Clarendon Stuart (Banana Central Queensland 1974: 39). Anecdotal sources suggest the town got its name from a bullock owned by a Chinese carrier who may have been one of the first settlers in the district. Banana was approved as a township on 5 June 1861 and the first town allotments went on sale in Rockhampton on 16 July 1861 (Banana Central Queensland 1974: 39).

By the mid-1860s, settlers were flowing in. In 1863, two hotel licences were granted in Banana – to Patrick Bolger’s ‘Commercial Hotel’ and John McKeon’s ‘The Banana Hotel’. Two years later the first bank was established. The 1868 Post Office Directory included property owners from a wide area under the heading ‘Banana.’ Outlying properties included Kooingal, Rawbelle, Prairie, Mimosa Creek and Moura. Banana was the only town in the area and the people who lived there fulfilled a variety of roles, including two storekeepers, two builders and two shoemakers (Banana Central Queensland 1974: 41).

### **2.5.3 Early Springsure**

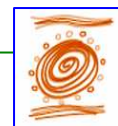
When Charles Gregory, a Government surveyor, drew up plans for Springsure township in 1863, he intended for it to serve as a staging post on the road to the Barcoo country which was just being settled. In 1864, the town consisted of seven complete houses, three under construction and two tents. There was one policeman, a general trader, three publicans and a school teacher (Johnston and Campbell 1979: 7). It was estimated in the mid 1860s that some 720 Europeans resided in the Rolleston/Springsure district, of whom all but one were men (Johnston and Campbell 1979: 6)

### **2.5.4 Early Emerald**

The town of Emerald owes its origin to the westward advance of the railway line from Rockhampton (MacDonald 2001: 82). There was a rapid influx of population in the late 1870s when Emerald was made the junction for the Central Railway line (see Section 2.6); Emerald was chosen because it was a likely site for the establishment of a township. The mountainous country to the west and open downs country to the north and south, combined with its proximity to the Nogoa, made the Emerald district conducive for the future development and prosperity of a township (MacDonald 2001: 82). Reflecting the significance of rail, the township of Emerald was named in 1879, the same year it became the terminus for the advancing Central Railway line, and by that time was a community of 500 people (Reid 2001: 16).

### **2.5.5 Early Roma**

The Town Reserve of Roma was proclaimed in September 1862 (Donnelly 2005: 32). By the end of 1862, Archibald MacDowall was engaged in surveying the Bungil Creek and laying out a township at its head (Donnelly 2005: 33). The new township was named ‘Roma’ at the end of



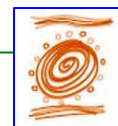


that same year, in honour of the wife of Sir George Ferguson Bowen, the first governor of Queensland (Donnelly 2005: 33). By the early 1860s, Roma was a collection of bark huts, with a population of 82 recorded in 1865, residing on a creek crossing, half-a-days travel east of Mt. Abundance (Donnelly 2005: 13). Beginning as a settlement of squatters, the dominant industry was based on sheep and cattle.



**Figure 2.5:** Mount Abundance Station in the Roma district ca. 1880 (Image number:APO-026-0001-0032).

Roma became a municipality in 1867; five years after the first survey pegs had been placed. The first elections were held in August 1867 and Alderman T. McEwan was elected the first mayor. In 1866, the first Roma court house was built, slightly to the west of the present site. It was initially hoped that the court house would form the centre of the town; however that role was soon taken over by the Post Office, which greatly influenced the development of the town centre (Town of Roma 1967). The Roma branch of the Bank of New South Wales was opened in 1867 (Town of Roma 1967) and permanent Council Chambers were built in 1871 (Roma Tourism Association 1998: 19). In 1872, the present golf links site was declared a public reserve



and the show ground site was selected. The township grew from small pastoral beginnings into a significant rural service town when it was connected to Toowoomba via Dalby after the extension of the Western Railway line in 1880.

## **2.6 The Establishment of Railways**

Railways were extended into Central and Western Queensland after 1865 (Queensland Railways 1865-1965 1965). Much of the area under study underwent significant transformations with the advent of the rail, as the rail traffic inevitably encouraged closer settlement, economic development and, above all, the opportunity to explore mining ventures that hitherto had been confined to the south east corner of Queensland (Queensland Railways 1865-1965 1965).

### **2.6.1 Railway Construction: The Extension of the Great Northern/Central Railway**

Settlers in western and central regions petitioned strongly for the construction of a railway. Although the idea of a railway that extended west from Rockhampton into the Leichhardt district was considered to be absurd (due to the fact that settlement was very sparse and the area only newly discovered), the idea was assented to by the colonial Parliament (Meston 1890: 111).

Construction of the Great Northern Railway (renamed the Central Railway in 1878) began in 1867. The first track of the Central Railway, 24km in length, was laid between Rockhampton and Westwood in 1867 (Queensland Railways 1865-1965). Westwood was chosen because it was the point where the roads to Taroom, Springsure, Peak Downs and the central west diverged (Meston 1890: 111). Construction of the line continued throughout the late 1860s and 1870s eventually connecting Westwood to Comet in 1878 and Comet to Emerald in 1879 (Queensland Railways 1865-1965 1965). Branch lines extended from Westwood to Springsure (1886) and from Emerald to Ullathorne, Gindie, Kammel, Fernlees, Wurba, Minerya, and Dilly, and north to Clermont (1884) (Meston 1890: 112).





**Figure 2.6:** Dawson Valley, Bone Creek Bridge on Central Railway, ca. 1878 (JOL Image number:46987)

The extension of the Central Railway line ensured that Rockhampton remained the dominant port and supply area for the central west. However, parties interested in establishing Gladstone as the mercantile centre of the region advocated for it to be connected with the Central Railway. Rockhampton successfully blocked construction of the railway to Gladstone for nearly 40 years, in order to prevent Gladstone usurping its dominant position as a port and supply area for the Leichhardt pastoral district (Kerr 1990: 87).

Instead of constructing a railway link between Gladstone and Rockhampton, the Government inaugurated a steamer service in August 1896 which operated through The Narrows, the passage between Curtis Island and the mainland. Until 1898, The Narrows were serviced by the government steamer the Miner when it was replaced by the shallow draught stern-wheel paddle steamer Premier, which had been specially built for The Narrows in 1898 (Kerr 1990: 87).

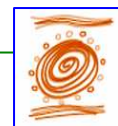
The slowness of such travel, however, quickly demonstrated the superiority of the railway, and in December 1900 Parliament approved plans to join Rockhampton to Gladstone. The

construction of the link was commenced in April 1901 by contractors Thompson and Ahern. Gladstone was linked to Rockhampton in December 1903 (Kerr 1990: 87). Shortly after the completion of the Gladstone-Rockhampton link in 1905, Schedule IIA of the Goods and Livestock Rates was introduced. This schedule charged higher rates on goods railed from Gladstone and southern Queensland to points north and west of Rockhampton as a measure to insulate Rockhampton merchants from economic reality (Kerr 1990: 88). Consequently, the development of Gladstone as the main port of Central Queensland was obstructed (Kerr 1990: 89).

### ***2.6.2 Railway Construction: The North-West Extension of the Western Railway line***

By 1900, the Central Railway stretched from Rockhampton to Longreach, and extended in all directions by branches which linked the areas of Gladstone, Mount Morgan, Clermont and Springsure to the line. It totalled 951 kilometres in track and represented a significant part of the capital invested in the railways in the period after 1865 (Kerr 1990: 94). Further south, Roma had been linked to the Darling Downs area in 1880 (Fig. 2.7) (Meston 1890: 45). Seven branches off the Western Railway line were built at this time connecting Toowoomba to Miles (1878) and to Roma (1880) (Meston 1890: 44-45). Whilst construction of the Western Railway proceeded throughout the 1880s, branches that would connect the region north of Roma and Miles were not built until after the first decade of the twentieth century.

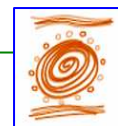
The old established pastoral centre of Taroom, north of Miles, had demanded a railway in order to promote closer settlement around the area since the late nineteenth century. At this time, the coming of the railways was seen as synonymous with progress and economic and community development. Construction of the north-west branch of the Western Railway was approved in 1910 and Miles was chosen as the junction for the branch which would extend north to Wandoan, south of Taroom. Construction began in October 1911 and by December 1913 a link was opened at Giligulgul, and at Juandah by 1914 (renamed Wandoan shortly after it was opened). The branch linked Miles to Wandoan, passing through stations at Kowguran and Giligulgul. Parliament had approved a second section of the branch to continue north another 68km to Taroom from Wandoan in December 1913, however construction never began. The terminus at Wandoan was seen as sufficient to connect the areas around Taroom with a rail



service (Kerr 1990: 115). The approval of the Taroom extension from Wandoan was just one of the many branches approved in 1914 which were never constructed.

From Roma, a branch line 47km north to Orallo was approved by parliament in December 1911, and construction commenced in September 1914, after the Roma Town Council agreed to bear one third of the liability under an agreement validated by the Roma to Orallo Railway Act of 1913 (Kerr 1990: 115). The line was opened in September 1916. The branch to Orallo passed through the stations of Roma, Minka, Yingerbay and Oogara.

Since 1903, a railway which would continue past Orallo to the Mt Hutton region had been proposed as a measure to foster land settlement in the area, and to better connect the northern Maranoa district with the Leichhardt district. However, due to the fact that the line which had connected Roma with Orallo in 1916 was less than halfway to Mt Hutton and had been running at a loss, it was decided that it was not necessary to extend the railway further than Injune Creek, on the Upper Dawson valley. In 1915, the Ryan Labor Government proposed that only another 53km of track was needed for the areas north of Roma. The proposal was accepted in 1916, and in June 1920, the rails reached Injune (Kerr 1990: 116). From Orallo, the northern Roma branch now continued through Bongwarra, Gunnewarra, to Injune. To service the thrice-weekly, five and a half hour service from Roma, an engine crew was based at Injune until 1963. Livestock trains were frequent on this branch until the Roma meatworks opened and road haulage replaced the railway. Coal traffic from the Maranoa Colliery near Injune began in 1932 and ended with the dieselisation of the railways west of Roma in 1963. The line from Roma to Injune closed at the end of 1966.



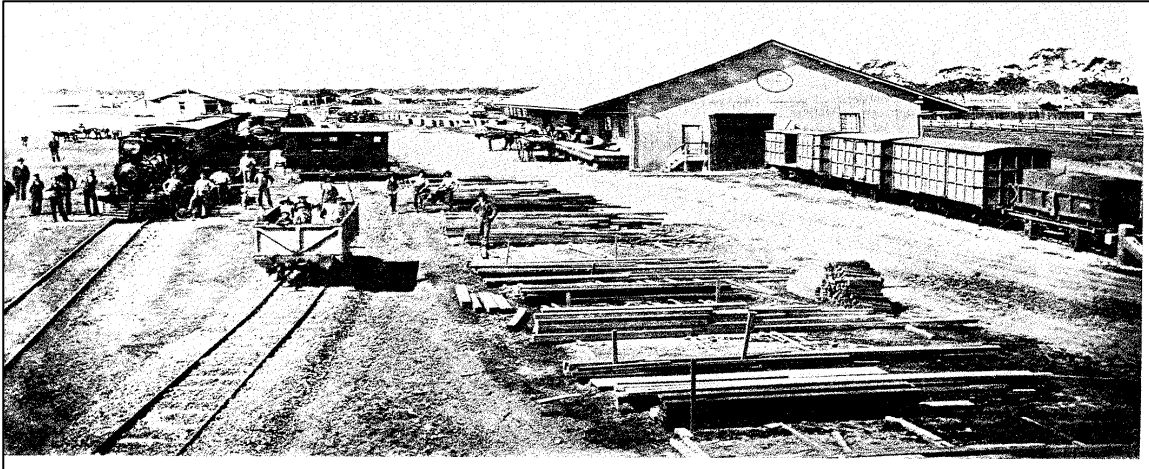


Figure 2.7: Roma station in the 1880s (Kerr, The Triumph of Narrow Gauge)

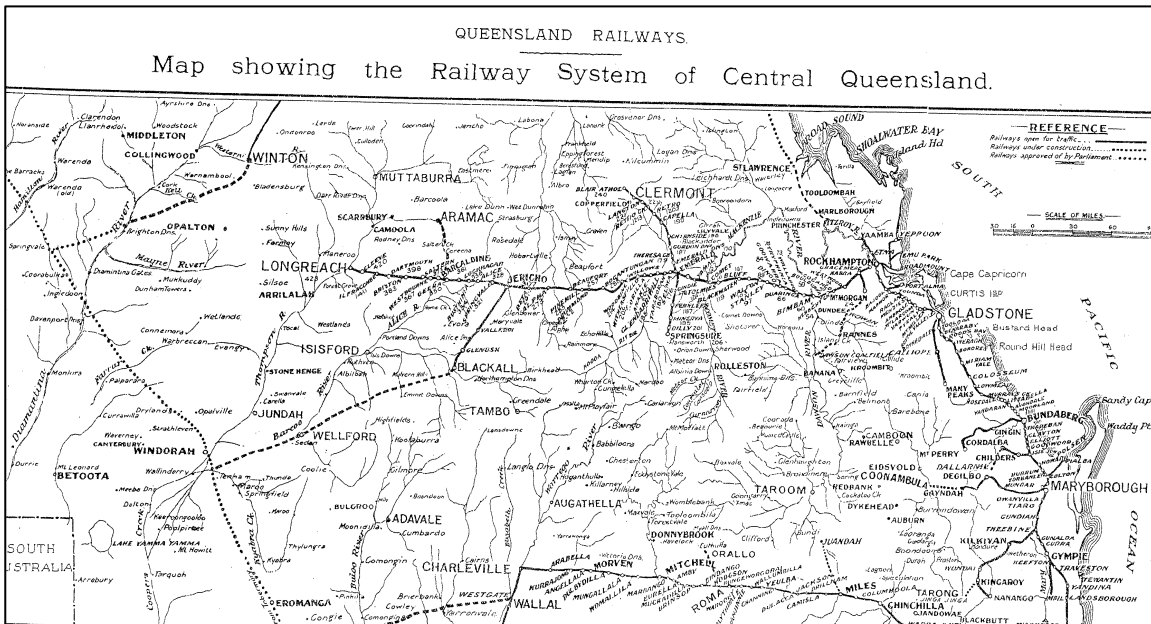
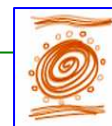


Figure 2.8: Map of the Central Railway Line c. 1913 (Fryer Library)

## 2.7 Mining Developments to 1900

### 2.7.1 Gold Mining

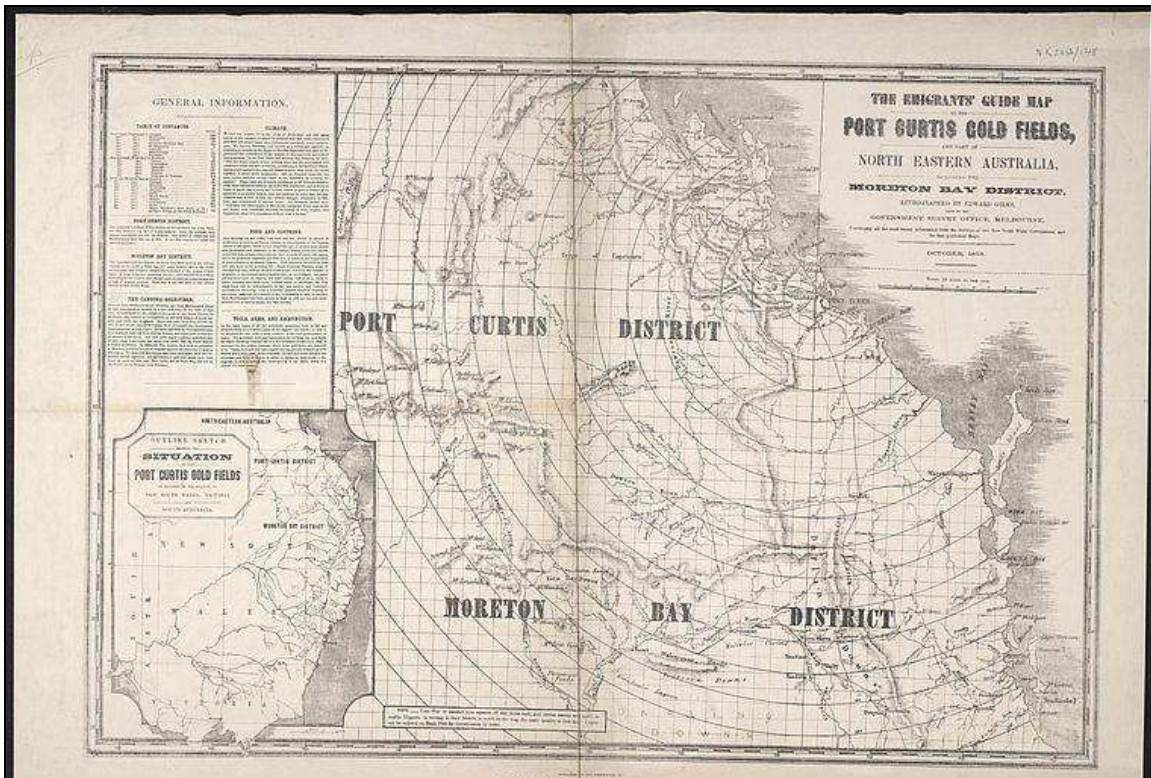
Gold was discovered in Central Queensland in the late 1850s. Gladstone's population remained fairly small, however, until 1861 when it had its own gold rush with a discovery made on the Calliope fields. The reefs mined through various leases and workings included the Company's,



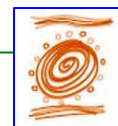


the Perseverance, the Connemarra and the John Bull (Gladstone Municipality Incorporated 1976: 4). Gold had been discovered in the Targinie/Yarwun district as early as 1880, when a 36 kg gold nugget (worth \$1.2 million in modern terms) was discovered on the Golden Fleece deposit in Sneaker's Gully, on the west of the Mt Larcom Range (SPP 1995:2). Remnants of some of the local mining industry of the region have been located on private land near Yarwun (Loveday 1979: 139).

The Langmorn Goldfield covers a large area extending from Targinie west to the Dee Range and included the Raglan, Mount Larcom and Targinie fields. The Raglan field, was discovered in 1867. The most important reef within these goldfields was the Duke of Brittany, situated approximately a quarter of a mile west of Raglan. Other important mines within the Langmorn goldfields included the Mount Bennett Mine about 14 miles south of Raglan, the Mount Turrett Reef about a quarter of a mile from Mount Raglan, the Duke of York Mine and numerous small mines near Targinie, which have been worked at times since the original discovery in 1900.



**Figure 2.9:** The emigrants' guide map Port Curtis gold fields and part of North Eastern Australia including the Moreton Bay district, 1858 (National Library of Australia MAP F 494).



### 2.7.2 Coal Mining

Before 1875, coal mining in Queensland had been largely confined to the south-eastern corner, especially around Ipswich and the Brisbane River (Whitmore 1985: 281). The advent of the railways, however, gave impetus for the extension of coal mining districts away from the south-east quarter to central and north Queensland (Whitmore 1985: 281). Not merely did the advent of the railways after 1865 increase the demand for coal for fuel, but the extension of the railways into central and northern Queensland during and after the 1870s also provided the means to retrieve and haul hitherto untapped coal resources in these districts, to be used for coastal steamers and to be shipped overseas (Whitmore 1985: 281). The construction of the railway branches discussed above was integral to the expansion of Queensland's mining industry.

The existence of coal in Emerald had long been rumoured due to the discovery of coal in the surrounding areas. Coal had been mined from the 1860s in Blair Athol and Capella, both north of Emerald and from 1878 in Comet to the east (Reid 2001: 194). Recognising the possibilities for mining that the construction of the Central Railway line to Emerald, Clermont and Springsure had created, the Queensland Government persuaded the noted geologist Julian Tension-Woods to report on the possibility of finding coal reserves close to the Central Railway in 1881 (Whitmore 1985: 282). Although there was a clamour for mining leases during the 1880s, those which were taken up in this area are not covered by the LNG pipeline. It was not until the 1970s, however, that coal was mined in the immediate areas surrounding Emerald.

In 1890, however, coal was found by chance at Callide Creek (Whitmore 1985: 291). This discovery was described as “the most remarkable ever made in Australia” (Whitmore 1985: 291). The discovery at Callide, however remarkable, was tainted by the fact that no railway line was close enough to cheaply cart the coal away to a port or market (Whitmore 1985: 292). Predictably, the discovery of coal led to the proposal for the extension of the narrow gauge line to Callide. By 1899, plans had been drawn up by a group of British businessmen calling themselves the Callide Valley Coal Syndicate to construct a railway to Gladstone from the Callide Valley (Whitmore 1985: 292). Although parliament approved the plans in 1900, a downturn occurred in the coal industry and the railway never got past the surveying stage (Whitmore 1985: 292).

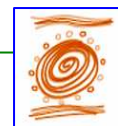
## 2.8 Closer Settlement: 1880s - 1900

The latter part of the nineteenth century was characterised by closer settlement and greater agricultural activity in suitable parts of the project area. This was prompted in particular by colonial legislation aimed at fostering agricultural production. The large runs which had been taken up by squatters had portions resumed and the land opened to closer settlement in the 1890s. Emerald, Springsure, Injune and Roma had also benefited from the advent of the railways and closer settlement that was encouraged by transport developments.

Pastoral activities persisted, however, with a shift from sheep and wool production to beef and dairy cattle. Dairy farms were established in the Boyne valley and Mt Larcom areas. However, it was the beef cattle industry that flourished in the region. This was prompted by the development of refrigeration technology, which provided a boost to the cattle industry. In 1880, the first shipment of refrigerated beef was sent to London and by 1896, 100 refrigerated ships were plying the trade (Howarth and Kelly 1979: 2). Drought, and a scourge of cattle tick, affected cattle production for almost two decades. The industry slowly recovered in the late 1910s (Johansen 2004: 18). Cattle numbers continued to increase during the 1920s and by the middle of that decade Central Queensland had more beef cattle than any other part of northern Australia (Johansen 2004: 19). The cattle industry thus became a key economic driver of the region, which also stimulated town development.

### 2.8.1 Gladstone and Curtis Island

Towards the end of the nineteenth century successive Queensland governments encouraged closer settlement at Port Curtis by opening more selection blocks for agriculturists and small farmers. Gladstone's importance as a portside town also increased in this period. Many thousands of people were ferried from there to North Queensland on the government steamer Premier (Golding 1964). Moreover, until 1924 (when Mackay was linked by a railway), mail bound for North Queensland areas had to be sent from Gladstone via its unique steamers (Golding 1964). The regular services run by the ferries and the thousands of passengers that were forced to pass through The Narrows between Gladstone and Curtis Island helped to establish Gladstone as an important transit junction in the latter nineteenth century (Golding 1964).



The appearance of meat and dairy processing works also helped to establish closer settlement of the Port Curtis district (Sheehan 1991: 32). In 1894, the Gladstone Meatworks of Queensland was registered and building commenced in 1895 (Sheehan 1991: 32). Commencing operation at Parsons Point in 1896, it provided an outlet for Gladstone's plentiful supplies of cattle (Golding 1964). The meatworks and the utilisation of refrigeration technology helped to establish Gladstone as a relatively busy industrialised town by the close of the nineteenth century. A butter factory also opened in Gladstone in 1906

### **2.8.2 Rolleston and Springsure**

Springsure developed as an important township on a major transport route for passengers, stock and mail en route between Rockhampton and southern centres. This guaranteed a steady increase of settlement in the town.



**Figure 2.10:** Early view of Springsure (Image number:36023).

The development of Rolleston in this period was in direct contrast to Springsure. By the 1880s, the township of Rolleston rivalled Springsure as a major town on the Rockhampton road, but once the Springsure-Rockhampton link opened in 1886, Rolleston suffered as Springsure grew in importance (Rolleston Coal Mine 15). In 1887, Rolleston was described by a teacher from the



local school as “a miserable little hole” which was “too much inland” and subsequently “not easily commutable without great cost and trouble” (Rolleston Coal Mine 15).

A declining population in Rolleston led the government to initiate ventures in encouraging settlement in Rolleston in the 1890s (Rolleston Coal Mine 15). For example, the government provided funding for the establishment of a land co-operative in Rolleston under the *Co-operative Land Settlement Act 1863*, in order to alleviate some of the problems associated with the declining population. The Reliance Group co-operative was established in Rolleston and comprised of 41 males and 129 women and children who as a group took up 4 100 acres of land on the east boundary of the Rolleston Town Reserve at the intersection of the Taroom Road (Rolleston Coal Mine 15). However, the experiment was a substantial failure due to a combination of drought and lack of specialised farming knowledge, and only one of the original families stayed in the area. Despite government funded ventures to encourage closer settlement, the population of Rolleston remained widely scattered well into the twentieth century.

### **2.8.3 Banana**

By the 1880s Banana was an established settlement. It had a school, the town population was about 120 and the district population was about 800. In 1880, the Divisional Board, later the Shire Council, met for the first time. The nearest railhead was at Westwood and there was a weekly mail coach from there. The mail coach also connected Banana with Taroom and Miles to the south. The population remained steady throughout the rest of this period - at the turn of the century Banana’s population was about 110, slightly less than in 1880.

### **2.8.4 Emerald**

As noted earlier, the advent of railways intensified the settlement of Emerald due to the fact that it became the terminus for the lines which were built north to Clermont, south to Springsure and west to Longreach. Development of Emerald’s infrastructure continued throughout the 1880s. The court house was constructed during this time, opening in 1885. In 1889 there were four general stores, several Chinese fruit shops, five hotels, two butcher shops, two bakers, a wheelwright, a shoe maker, a saddler’s shop and a lemonade factory

(Emerald and the Gemfields Centenary 1979: 25). A Presbyterian church, built by Fred Jungman of Clermont, was opened in November 1884 (Reid 2001: 17).

Emerald began its civic existence as part of the Province of Clermont, which later became the Belyando Divisional Board. In 1884, dissatisfied with the lack of attention to its needs, Emerald became part of the new Peak Downs Divisional Board. In time, the people of Emerald became disenchanted with this Board also and petitioned to have their own Board. The Emerald Divisional Board was established in 1902 with the name being changed to the Emerald Shire Council in 1903.

### 2.8.5 Roma

The built environment of present-day Roma commenced in the 1880s as the result of the closer settlement which was encouraged by the coming of the railway. In mid-1881, a number of cottages were built in various parts of the town, mainly around the Court House, in the vicinity of the Euthulla Road, and in Arthur Street towards the railway line (Taylor 1964). Additionally, in 1882, Green and Bellgrove's new sawmill was constructed and directly opposite the end of Station Street, Cottell and Co's new blacksmith shop was built (Taylor 1964). The Queensland Hotel at the south west corner of the Bowen and Wyndham Streets intersection was also constructed in 1881.



Figure 2.11: Distant view of Roma, 1899 (JOL Image number:191024).

## 2.9 Developments since 1900

### 2.9.1 Dawson Highway

The major road network connecting most of the settlements in the Study Area is the Dawson Highway. The highway was originally a series of roads (often so-called) that connected the various settlements in the region. The roads were used primarily for coach travel and as stock routes, and were generally in a poor condition. Prior to the mass ownership of motorised vehicles, rail transport was considered much more important than road transport and received more attention by colonial and state authorities. Road networks, where they existed, and the grading of new roads were the responsibility of local authorities.

In the first few decades of the twentieth century, car ownership increased dramatically in Australia as motor vehicle technology was refined and became more affordable. Consequently, the State Government began to take a greater interest in the planning and management of major road networks throughout the State. The Queensland Main Roads Department was created as a result in 1920 (Main Roads Department, n.d.: 14-15).

The roads between Springsure and Gladstone were declared State Highways in the 1920s and 1930s. The roads were steadily improved from this period onward, including new bridges (Pullar 1999: 44). The highway as it exists today was largely complete by the early 1960s and it is possible the highway was named the 'Dawson' officially in this period (prior to this decade it appears that different sections of the highway were known by different names). Work continued improving difficult sections of the highway, however, through to the early 1980s (Shire of Bauhinia 1981: 13).

The road from Rolleston to Roma was also declared a State Highway in 1930 and work on upgrading the road first occurred in the 1930s (Johnston & Campbell 1979: 74-5). It is now known as the Carnarvon Highway.

### 2.9.2 Port Curtis and Gladstone

The provision of rail infrastructure to Gladstone in 1903 proved a key economic boost to the town and the surrounding region. Pastoralists and farmers now had easier access to markets. From 1909, for example, there was intense agricultural activity with the clearing of softwood

scrubs around Mt Larcom, Ambrose, Yarwun and Targinnie. Elsewhere, various agricultural enterprises met with mixed fortunes. A 'sugar rush' occurred in 1912 as cane was grown and railed to Bundaberg. Immigrant Germans established settlements at Ambrose and Raglan in 1910. Dryland cotton farming held out promise and a ginnery was built in Gladstone in 1923, but lasted only two years. Fruit growing started up at Yarwun in 1913 and was to prove far more enduring. In 1924, the Yarwun-Targinnie Fruit growers association was formed to export papaws to domestic markets in the south (McDonald 2001: 18). Large scale development occurred at the meatworks following a change of ownership in 1934 and gold also continued to be mined in the area. After 1900, discoveries of gold were made on the eastern side of the Mount Larcom Range and the Archers reefs were mined between the turn of the century and World War II, with other local mines were situated in the vicinity (SPP 1995:2).



**Figure 2.12:** Ship Northumberland at the Gladstone Meatworks jetty (JOL Image number 134105)

Gladstone's port remained the key to its subsequent industrial development. Callide coal exports began in 1945, followed by sorghum from 1949 (Gladstone Municipality Incorporated 1976). The 1950s saw an upsurge of open-cut coal mining in the Dawson and Callide Valleys. This meant not only the expansion of coal loading facilities at the port, but also the construction of further rail infrastructure, beginning with a line from Moura to Gladstone.

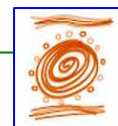


**Figure 2.13:** Aerial view of Gladstone, ca. 1924 (JOL Image number I3209).

Gladstone continued to develop port and production facilities for the large-scale mining operations in the region in the second half of the twentieth century. Coal continued to be shipped through the port. In 1967, Queensland Alumina began production on the site of the meatworks at Parsons Point. Queensland Alumina is now the world's largest alumina refinery, covering 80 hectares of a 400-hectare site on the south-east outskirts of the city of Gladstone. East End, Queensland's largest limestone mine operation, supplies raw material to the plant at Fisherman's Landing. A new wharf at Fisherman's Landing was constructed in the early 1980s for Queensland Cement and Lime, reflecting the importance of these commodities. Coal also continued to be shipped from the port. Stage One of the Clinton Coal Loading facility was opened in 1980 by which time planning for Stage Two was well underway (McDonald 2001: 28). Gladstone continues to benefit from the mining industries in the region and its port facilities.

### **2.9.3 Dawson and Callide Valleys**

By the mid-1920s, the Dawson and Callide Valleys were being opened up for closer settlement centred on the regional hubs provided by the towns of Biloela and Theodore. The town of Banana declined, however, a trend which was exacerbated by the railway. In 1915, the line had reached out from Rockhampton as far as Rannes, which replaced Banana as the centre of communications (Banana Central Queensland 1974: 43). In 1924, the railway was extended to



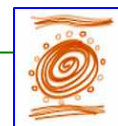
Callide and then on to Biloela and Thangool. Another branch from Rannes passed through Baralaba to the new centre of Theodore.

In later decades Biloela consolidated as the main population centre, with Moura and Taroom being other significant centres. Banana, Baralaba, Dululu, Goovigen, Jambin, Thangool, Theodore, Wowan and Cracow comprise the remaining towns of the district. Biloela is the main population and administration centre and the dormitory town for three Callide power stations, Callide Coal Mine and Teys Meatworks, and is the service centre for the Callide Valley. Moura and Taroom are two of the larger centres in the Dawson Valley. Moura has the second largest wheat dump in Queensland and is the location for the Queensland Cotton Gin, Queensland Ammonium Nitrate Plant and Moura Coal Mine. Taroom is richly endowed with natural attractions and supports a thriving rural sector. Theodore supports a diverse rural sector with its main industry being cotton. Almost 80 percent of the Shire's cotton is grown in the Dawson Valley Area.

#### **2.9.4 Emerald**

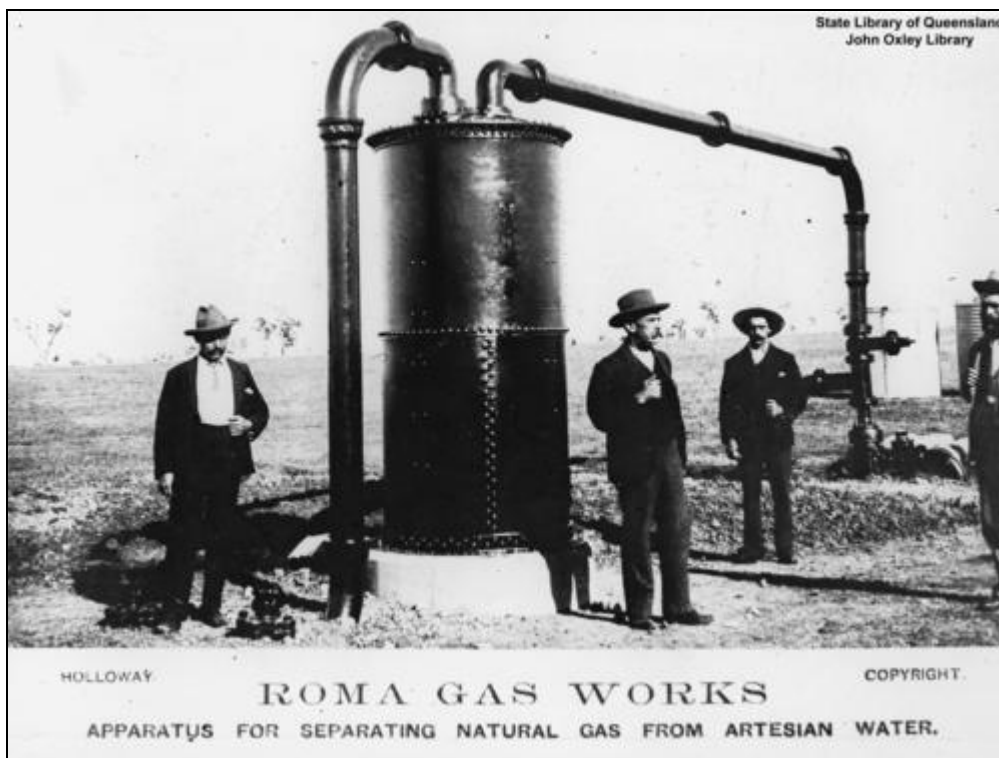
Emerald benefited from the establishment of a coal mining industry in the region in the early 1970s. BHP announced that it was opening a coal mine 64km from Emerald on the Capricorn Highway in Capella Shire in 1970 (Reid 2001: 200). Although the mining did not occur in Emerald itself, the mine in Capella used Emerald as its primary dormitory town (Reid 2001: 195). The mine was called the Gregory Mine; named after the explorer who passed through the area in the 1850s (Reid 2001: 200). The opening of the mines resulted in a 'boom' for Emerald, and over 280 new houses were built to accommodate to a swelling labour force (Reid 2001: 200). However, it also brought a degree of labour unrest to the area; the Gregory Mine became the site of much union unrest in the late 1970s and early 1980s (Reid 2001: 200).

A similar situation occurred with the opening of the Gordonstone Coal Mine in 1991 (Reid 2001: 201). Like Gregory, most of its employees lived in Emerald. After the mining of Gordonstone began, many more homes were built to accommodate the expanding workforce, which quickly rose to over 500 (Reid 2001: 202). Thus the development of Emerald closely followed the expansion of its mining industry in the latter twentieth century.



### 2.9.5 Roma

From the time of Roma's founding, water had been a problem. In the late nineteenth century, several attempts were made to drill for water. Several wells were sunk but they yielded only scant supplies. While drilling for water on Hospital Hill in 1899, gas was found at a depth of 3683 feet (Roma Tourism Association 1998: 10). A report from the government hydraulic engineer in 1902 noted that the gas from this well (QG2), in its natural condition, gave an illumination value of twenty-four candle power, compared with the London standard of sixteen candle power. As a result, tenders were called for the reticulation of gas to the township. In 1906, a gasometer was completed on Hospital Hill, and gas mains extended from there to Bowen Street, Arthur Street and several others (Roma Tourism Association 1998: 10). In the early twentieth century, Roma became the birthplace of Australia's oil and gas industry. This was indeed an unexpected outcome.

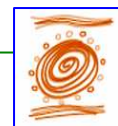


**Figure 2.14:** Apparatus for separating natural gas from artesian water at the Roma Gas Works, Queensland, ca. 1906 (JOL Image number: 39114).



The oil industry steadily declined as the twentieth century progressed, but other industries continued to support the existence of Roma. Around Roma, the Maranoa's agricultural industry is worth \$620 million annually, 64.3% of this being generated from crops. 58.7% of the businesses in the Maranoa are in the agriculture forestry and fishing sector which employs 32.7% of the region's workforce. Roma is the site of Australia's largest cattle sale yards. The region around Roma is home to Australia's most active native Cypress Pine milling. Over recent years, Wallumbilla has developed into a centre servicing the agricultural and gas industries and has a population of around 300.

Gas continues to be an important economic driver of the town and the surrounding region. Origin Energy's Spring Gully Coal Seam gas development is located about 80 kilometres north of Roma and its projects include an 87 kilometre gas pipeline to Wallumbilla, to connect with the 434 kilometre Roma to Brisbane gas pipeline hub. The proposed Spring Gully Power Station is an \$870 million, 1000 MW power station that will provide electricity to south-east Queensland. The power station will have the benefit of being close to the source of gas and will also be able to use the waste water left over from other CGS operations.



## 3.0 REGISTER SEARCHES & CONSULTATION

### 3.1 Preamble

Searches were made of all statutory and non-statutory heritage registers and databases for items of known heritage significance within the GLNG project area. Any item within or within the vicinity (within 5kms) of the field areas, pipeline corridor and LNG facility was investigated to provide baseline information about known heritage items within the project area.

### 3.2 Statutory Heritage Registers

#### 3.2.1 World Heritage List

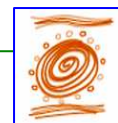
An on-line search of the World Heritage List was conducted to identify places and sites of cultural heritage significance located within the project area. The World Heritage List is compiled by UNESCO and is an inventory of places considered to have outstanding universal value.

***No sites were identified on the World Heritage List within the GLNG project area.***

#### 3.2.2 Commonwealth & National Heritage Lists

On-line searches of the National and Commonwealth Heritage Registers were conducted to identify places and sites of cultural heritage significance located within the Study Area. The National and Commonwealth Heritage Registers are compiled by the Australian Heritage Commission. The National Heritage List is an inventory of natural and cultural heritage places of exceptional value to Australia and the Commonwealth Heritage List is an inventory of natural and cultural heritage places owned or managed by Commonwealth Agencies which are of significant value to Australia.

***No sites were identified on the National and Commonwealth Heritage List within the GLNG project area.***

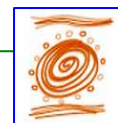


### 3.2.3 Register of the National Estate

An online search of the (former) Register of the National Estate was conducted to identify places and sites of cultural heritage significance. The (former) Register of the National Estate was compiled by the Australian Heritage Council and is an inventory of Australia's natural and cultural heritage places that are worth conserving for the future. The Register of the National Estate (RNE) was frozen on 19 February 2007, which means that no new places can be added or removed, however the Register *will continue as a statutory register* until February 2012 (see Chapter 7 for further discussion on historic cultural heritage legislation).

There are 10 sites on the RNE within the vicinity of the project, 6 of which are directly within the GLNG project area (those within the GLNG project area are shaded blue).

Site	Address	Town	LGA	Within Project Area	Located in Field Survey
Friend Park and Graves	Friend Street	BARNEY POINT	GLADSTONE	No	No
Civic Theatre	165 Goondoon St	GLADSTONE	GLADSTONE	No	No
Curtis Island (part)	Curtis Island (part)	CURTIS ISLAND	GLADSTONE	No	No
Lady of the Sea Catholic Church	38 Herbert St	GLADSTONE	GLADSTONE	No	No
<b>Ace Drapers</b>	86 McDowell St	ROMA	ROMA	Yes	Yes
<b>Mount Abundance Homestead</b>	Warrego Highway, 5km west of Roma	ROMA	ROMA	Yes	No
<b>Romavilla Winery</b>	Northern Rd	ROMA	ROMA	Yes	Yes
<b>Roma War Memorial and Heroes Avenue</b>	Bungil St	ROMA	ROMA	Yes	Yes
<b>Ladbrooks Butchery (State Butchers Shop)</b>	75 Arthur St	ROMA	ROMA	Yes	Yes
<b>Hibernian Hall</b>	38-44 Hawthorne St	ROMA	ROMA	Yes	Yes



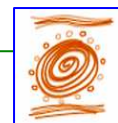
The following sections provide a brief summary of each site within the GLNG project area which is registered on the RNE. In addition, full copies of the citations for each registered place are included as Appendix A.

### 3.2.3.1 Ace Drapers No 1

<b>SITE NAME</b>	<b>Ace Drapers No 1</b>
<b>LOCATION</b>	Corner of McDowell and Arthur Streets, Roma.
<b>GPS LOCATION</b>	WGS84 55J 0678216 7059746
<b>SITE DESCRIPTION</b>	Ace Drapers is a two-storey brick building with facades and decorative parapet to McDowall and Arthur Streets. The brickwork features selected salt glazed brick banding and surrounds to door and window openings. The interior of the store seems very intact.
<b>SIGNIFICANCE</b>	According to the RNE Ace Drapers is significant: <ul style="list-style-type: none"> <li>• For demonstrating the importance of Roma as a supply centre for the surrounding region by its size, quality and usage;</li> <li>• For demonstrating the skills available in design and manufacture in Roma in 1916, at a time when other major works were being constructed in the town;</li> <li>• As a good and intact example of a general store and drapers which has continued in this business until the present day; and</li> <li>• For its landmark quality as a major building in Roma's business district.</li> </ul>
<b>RNE CITATION</b>	Appendix A



Figure 3.1: Ace Drapers (Image: Register of the National Estate n.d.).



### 3.2.3.2 Mount Abundance Homestead

<b>SITE NAME</b>	<b>Mount Abundance Homestead</b>
<b>LOCATION</b>	Warrego Highway, approximately 5km west of Roma and 1km south of the main road to Charleville.
<b>GPS LOCATION</b>	Site not located.
<b>SITE DESCRIPTION</b>	Mount Abundance Homestead consists of a house and attached quarters. It is sited on high ground on the southern bank of Bungeworgorai Creek. The main house, built c1860, is a single storey structure of three main rooms facing north with a wide veranda on three sides and services rooms on the south side.
<b>SIGNIFICANCE</b>	<p>According to the RNE Mt Abundance Homestead is significant:</p> <ul style="list-style-type: none"> <li>• As rare surviving evidence of the pastoral development of western Queensland from the 1850s;</li> <li>• In demonstrating the pattern of land use and occupancy in rural Queensland during the early 20th century;</li> <li>• For its potential to provide archaeological evidence of building construction techniques from the mid-19th century and of the formerly extensive pastoral station complex; and</li> <li>• For its association with the Scottish Australian Investment Company which played an important role in the development of the pastoral industry in Queensland.</li> </ul>
<b>RNE CITATION</b>	Appendix A



**Figure 3.2:** Mount Abundance Homestead (Image: CHIMS EPA n.d.).

### 3.2.3.3 Romavilla Winery

<b>SITE NAME</b>	<b>Romavilla Winery</b>
<b>LOCATION</b>	83 Ms Dowell Street, Corner of McDowell and Arthur Streets, Roma. Says Northern Rd in Table above
<b>GPS LOCATION</b>	WGS84 55J 0677974 7061367
<b>SITE DESCRIPTION</b>	<p>Romavilla Winery is a complex comprising the vineyard itself, a dwelling and a number of timber and corrugated iron buildings connected with the work of the vineyard. The Romavilla Winery was built in 1878 and is Queensland's oldest winery and one of Roma's oldest buildings.</p> <p>The winery is a large, timber framed building, clad with timber and corrugated iron. It is constructed as linked buildings on three levels moving down the gradient of a slightly sloping site.</p>
<b>SIGNIFICANCE</b>	<p>According to the RNE the Romavilla Winery is significant:</p> <ul style="list-style-type: none"> <li>• As an important surviving building from the earliest agricultural industry in Roma;</li> <li>• For its rarity as an early vineyard in Queensland and which has retained much of its buildings, equipment and documentation. The distillery and still are of special interest very rare and of particular interest. Romavilla has also retained two early varieties of grape which may be of botanical interest;</li> <li>• For its potential as a source of information on the development of the wine industry in Queensland; and</li> <li>• For its association with the work of several winemakers who have made a contribution to the development of the industry in Queensland during the long life of this vineyard.</li> </ul>
<b>RNE CITATION</b>	Appendix A



**Figure 3.3:** Romavilla Winery (Composite image: ARCHAEO 2008).

### 3.2.3.4 Roma War Memorial and Heroes Avenue

<b>SITE NAME</b>	<b>Roma War Memorial and Heroes Avenue</b>
<b>LOCATION</b>	Bungil Street, Roma
<b>GPS LOCATION</b>	WGS84 55J 0678153 7060031 (Cenotaph)
<b>SITE DESCRIPTION</b>	The Hero's Ave consists of 93 Bottle Trees planted from 1920 (some have been replanted or replaced) that commemorate each of the town's young men who died in World War I. The war monument in Queens Park, known locally as 'the cenotaph', was commissioned by the local Repatriation Committee and was unveiled on Anzac Day 1938 by Colonel Sir Donald Cameron.
<b>SIGNIFICANCE</b>	Roma's War Memorial and Heroes Avenue is highly significant: <ul style="list-style-type: none"> <li>• For its design and aesthetic qualities;</li> <li>• In demonstrating the pattern of Queensland's history as representative of a recurrent theme that involved most communities throughout the state;</li> <li>• As evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War.</li> <li>• As a unique documentary record and as demonstrative of popular taste in the inter-war period;</li> <li>• In demonstrating the principal characteristics of a commemorative structure erected as an enduring record of a major historical event; and</li> <li>• For reflecting Roma's participation in a major world event and the degree of the war's impact upon Australian society.</li> </ul>
<b>RNE CITATION</b>	Appendix A



**Figure 3.4:** Hero's Ave and Memorial Bottle Trees (Image: ARCHAEO 2008).



### 3.2.3.5 Ladbroskes Butchery and Butcher's Shop, Roma

<b>SITE NAME</b>	<b>Ladbroskes Butchery and Butchers Shop, Roma</b>
<b>LOCATION</b>	75 Arthur Street, Roma.
<b>GPS LOCATION</b>	WGS84 55J 0678206 7059661
<b>SITE DESCRIPTION</b>	This building is of timber frame construction built in 1919 as one of six purpose designed state butcheries. The single story building features a corrugated metal clad gabled roof of moderate pitch with gable end facing the street and a modern cantilevered shopfront. The gable infill features decorative vertical boarding in a contrasting paint scheme.
<b>SIGNIFICANCE</b>	According to RNE Ladbroskes Butchery is significant: <ul style="list-style-type: none"> <li>• As a surviving purpose built State Butcher's Shop, it is evidence of the State Enterprises scheme which endeavoured to provide fairly priced essentials for working people as a social service during and after the First World War; and</li> <li>• As a good and intact example of a butcher's shop of its period that has continued in this business until the present day.</li> </ul>
<b>RNE CITATION</b>	Appendix A



**Figure 3.5:** Ladbroskes Butchery (Image: ARCHAEO 2008).

### 3.2.3.6 Hibernian Hall

<b>SITE NAME</b>	<b>Hibernian Hall, Roma</b>
<b>LOCATION</b>	Hawthorne Street, Roma.
<b>GPS LOCATION</b>	WGS84 55J 0678117 7059670
<b>SITE DESCRIPTION</b>	The Hibernian Hall is a large, timber-framed hall-cum-picture theatre erected in 1932. The building is in an excellent state of repair with most of the interior fittings and decoration and exterior design elements still intact. The hall is an excellent example of a town hall/theatre from the early Twentieth century.
<b>SIGNIFICANCE</b>	<p>According to the RNE the Hibernian Hall is significant:</p> <ul style="list-style-type: none"> <li>• For demonstrating the importance of Roma as a recreational centre for the surrounding region by its size, quality and usage;</li> <li>• As a good and intact example of a timber community hall in a major regional centre;</li> <li>• For its landmark quality on one of the major streets in Roma and the character which its form, scale and detail give to this area; and</li> <li>• For its association with the Hibernian Society and with the social life of the town of Roma, being the venue for a diverse range of important events.</li> </ul>
<b>RNE CITATION</b>	Appendix A



**Figure 3.6:** The Hibernian Hall (Image: ARCHAEO 2008).

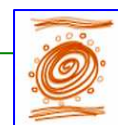
### 3.2.4 Queensland Heritage Register

Online searches were conducted of the QLD Heritage Register, administered by the EPA, for places of historic heritage value to the people of QLD.

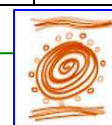
A total of 60 sites are listed on this register which are in the vicinity of the project, however only 11 of these are within the field development areas, pipeline corridor (within 5 kms) or the export facilities. The following table lists these sites (those within the project area are shaded in blue).

SITE NAME	ADDRESS	SUBURB	LGA	Within Project Area	Located in Field Survey
Greycliffe Homestead	48 Gladstone Road	Biloela	Banana	No	Yes
<b>Kilbirnie Homestead</b>	Argoon-Kilburnie Road	Jambin	Banana	Yes	Yes
The Glebe Homestead	Taroom-Cracow Road	Taroom	Banana	No	No
Leichhardt Tree	Yaldwyn Street	Taroom	Banana	No	No
Lilyvale Stand Monument	Lilyvale Road	Capella	Central HI	No	No
Emerald Railway Station Complex	Clermont Street (Capricorn Highway)	Emerald	Central HI	No	No
Springsure Hospital Museum	13 Woodbine Street	Springsure	Central HI	No	Yes
Old Rainworth Stone Store,	via Springsure Wealwandangie Road	Springsure	Central HI	No	No
Tieri War Memorial	Talagai Avenue	Tieri	Central HI	No	No
Friend Park and Graves	Friend Street	Barney Point	Gladstone	No	No
William Wyndhams gravesite and remnant orchard trees	Boyne Island	Boyne Island	Gladstone	No	No
St Luke's Anglican Church	51 Malpas St	Boyne Island	Gladstone	No	No

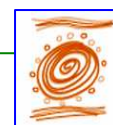
<b>SITE NAME</b>	<b>ADDRESS</b>	<b>SUBURB</b>	<b>LGA</b>	<b>Within Project Area</b>	<b>Located in Field Survey</b>
Bustard Head Lightstation	50kms south of Gladstone	Bustard Head	Gladstone	No	No
Cape Capricorn Lightstation	North eastern tip of Curtis Island	Cape Capricorn	Gladstone	No	No
Port Curtis Co-operative Dairy Association Ltd Factory (former)	6 Short Street	Gladstone	Gladstone	No	No
Commonwealth Bank Building (former)	114 Goonoon Street	Gladstone	Gladstone	No	No
Gladstone Central State School, Block B	94 Auckland Street	Gladstone	Gladstone	No	No
Gladstone Post Office (former)	33 Goonoon Street	Gladstone	Gladstone	No	No
Kullaroo House	40 Goonoon Street	Gladstone	Gladstone	No	No
Gladstone Court House	16 Yarroon Street	Gladstone	Gladstone	No	No
Gladstone Regional Art Gallery and Museum	144-146 Goonoon Street	Gladstone	Gladstone	No	No
Fig Tree	15 Roseberry Street	Gladstone	Gladstone	No	No
Glengarry Homestead	Gladstone-Monto Road	Gladstone	Gladstone	No	No
Our Lady Star of the Sea Church & School	40 Goonoon Street	Gladstone	Gladstone	No	No
Glassford Creek Smelter Sites	off Many Peaks Road	Many Peaks	Gladstone	No	No
Big Fig	Station Street	Miriam Vale		No	No
Miriam Vale War Memorial	Bloomfield Street	Miriam Vale	Gladstone	No	No
Norton Goldfield	Norton Road	Nagoorin	Gladstone	No	No



<b>SITE NAME</b>	<b>ADDRESS</b>	<b>SUBURB</b>	<b>LGA</b>	<b>Within Project Area</b>	<b>Located in Field Survey</b>
Langmorn Homestead	Langmorn Road	Raglan	Gladstone	No	No
Parson's Inn	Raglan Station Road	Raglan	Gladstone	No	No
Raglan Homestead	Raglan Station Road	Raglan	Gladstone	No	No
Cooks Landing Place, Town of Seventeen Seventy	Round Hill Creek and Round Hill Head	Seventeen Seventy	Gladstone	No	No
Soldier Settler House	Gladstone-Monto Road	Ubobo	Gladstone	No	No
Deep Creek Railway Bridge, Chowey	Mungar - Monto Line	Chowey	North Burnett	No	No
Eidsvold Homestead	Eidsvold Road	Eidsvold	North Burnett	No	No
Court House,	Gayndah 20 Capper Street	Gayndah	North Burnett	No	No
Gayndah Racecourse	Fisher Avenue	Gayndah	North Burnett	No	No
Mellors Drapery and Haberdashery	28 Capper Street	Gayndah	North Burnett	No	No
Brick Cottage	8 Simon Street	Gayndah	North Burnett	No	No
Gayndah Shire Hall	32-34 Capper Street	Gayndah	North Burnett	No	No
Rail Bridge (Humphrey)	Mungar to Monto line	Gayndah	North Burnett	No	No
Gayndah State School 1861 Building	Meson St	Gayndah	North Burnett	No	No
Gayndah War Memorial and Surrounds	Capper St	Gayndah	North Burnett	No	No
Ideraway Creek Railway Bridge	Mungar - Monto Line	Ideraway Creek	North Burnett	No	No



<b>SITE NAME</b>	<b>ADDRESS</b>	<b>SUBURB</b>	<b>LGA</b>	<b>Within Project Area</b>	<b>Located in Field Survey</b>
(Ideraway)					
Ventnor State School	Yarrol Road	Monto	North Burnett	No	No
St Patrick's Church	Wallace Street	Mount Perry	North Burnett	No	No
Masonic Lodge	Isabella Street	Mount Perry	North Burnett	No	No
Steep Rocky Creek Railway Bridge (Ideraway)	Mungar - Monto Line	Steep Rocky Creek	North Burnett	No	No
Mitchell Railway Station	Oxford, Alice and Sheffield Streets	Mitchell	Roma	No	No
Mitchell State School (1914 Building)	105 Cambridge Street	Mitchell	Roma	No	Yes
Mitchell War Memorial	Cambridge Street	Mitchell	Roma	No	No
<b>War Memorial and Heroes Avenue</b>	Wyndham Street	Roma	Roma	Yes	Yes
<b>State Butcher's Shop (former)</b>	75 Arthur Street	Roma	Roma	Yes	Yes
<b>Roma Court House and Police Buildings</b>	McDowall Street	Roma	Roma	Yes	Yes
<b>Roma Government Complex (Roma State School)</b>	42 Bungil Street	Roma	Roma	Yes	Yes
<b>Warroo Shire Hall</b>	cnr Cordelia & William Streets	Surat	Roma	Yes	Yes
<b>Astor Theatre</b>	77 Burrowes Street	Surat	Roma	Yes	Yes
<b>Mount Abundance Homestead</b>	Warrego Highway, 5km west of Roma	Roma	Roma	Yes	No



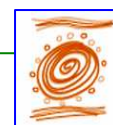
SITE NAME	ADDRESS	SUBURB	LGA	Within Project Area	Located in Field Survey
<b>Hibernian Hall</b>	38-44 Hawthorne Street	Roma	Roma	Yes	Yes
<b>Nostalgic Queen's Theatre</b>	George Street	Wallumbilla	Roma	Yes	Yes
<b>Romavilla Winery</b>	Northern Rd, Roma	Roma	Roma	Yes	Yes

**Table 3.2:** Queensland Heritage Register sites in the vicinity of the project area

The following sections provide a brief summary of each site within the GLNG project area which is registered on the Queensland Heritage Register. In addition, full copies of the citations for each registered place are included as Appendix B.

### 3.2.4.1 Kilbirnie Station

<b>SITE NAME</b>	<b>Kilbirnie Station</b>
<b>LOCATION</b>	Argoon to Kilburnie Road, Kilburnie
<b>GPS LOCATION</b>	UTM 56J 246759 7316112
<b>SITE DESCRIPTION</b>	<p>The Kilbirnie Station homestead complex consists of a series of vernacular timber structures erected by the Campbell family in the 19th and early 20th centuries, including a house, detached kitchen, stables, blacksmiths, graves, fencing, a buggy shed and various other ancillary structures. The site also has two graves for members of the Campbell family.</p> <p>Mature plantings including a Norfolk Pine (one remaining of three) as well as Mango trees were concentrated around the homestead site.</p>
<b>SIGNIFICANCE</b>	<p>According to the QHR Kilbirnie Station is significant:</p> <ul style="list-style-type: none"> <li>• For illustrating the pattern of early European exploration and settlement of Queensland, where the development of pastoral properties preceded agriculture and the establishment of towns;</li> <li>• As an early homestead in the Leichhardt Pastoral District it has associations with the development of the pastoral industry in Queensland;</li> <li>• As a record of an evolving pastoral property from the slab buildings of first settlement in the 1880s to a comfortable house of</li> </ul>





	<p>sawn timber. It demonstrates the principal characteristics of such a homestead group well; and</p> <ul style="list-style-type: none"> <li>• Kilbirnie homestead has a special association with the life and work of four generations of the Campbell family who, as early pastoralists, contributed to the development of the area.</li> </ul>
<b>CITATION</b>	Appendix B



**Figure 3.7:** View to front / eastern elevation of main house (Composite image: ARCHAEO 2008).



**Figure 3.8:** Former accommodation block (Image: ARCHAEO 2008).



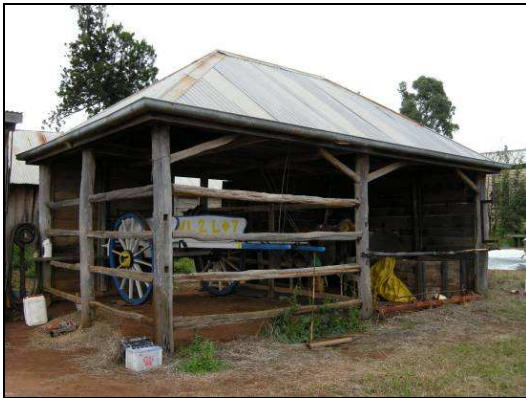
**Figure 3.9:** Kitchen block (Image: ARCHAEO 2008).



**Figure 3.10:** Timber slab stables (Image: ARCHAEO 2008).



**Figure 3.11:** Roof structure of stables, (Image: ARCHAEO 2008).



**Figure 3.12:** Black smith shed (Image: ARCHAEO 2008).



**Figure 3.13:** Campbell family graves (Image: ARCHAEO 2008).



**Figure 3.14:** View to ant bed tennis court (Image: ARCHAEO 2008).



**Figure 3.15:** Machinery Shed, centre of image (Image: ARCHAEO 2008).

### 3.2.4.2 Roma War Memorial and Heroes Avenue

Refer Section 3.2.3.4 (Register of the National Estate listings)

### 3.2.4.3 Ladbrokes Butchery and Butcher's Shop, Roma

Refer Section 3.2.3.5 (Register of the National Estate listings).

### 3.2.4.4 Roma Court House and Police Buildings

<b>SITE NAME</b>	<b>Roma Court House and Police Buildings</b>
<b>LOCATION</b>	141-149 McDowell St Roma.
<b>GPS LOCATION</b>	WGS84 55J 0677746 7059874
<b>SITE DESCRIPTION</b>	<p>This complex comprises trees, Police station, Court house, Roof/Ridge ventilator/s, Flèche/s and Cell block. Opened in 1914, it was once the town hall and offices of Roma and the façade forms a prominent part of the McDowell St landscape.</p> <p>The Roma Court House is a rendered masonry building designed by John Smith Murdoch, the Second Assistant Architect of the Queensland Works Department. The Roma Police Buildings are simple single-storeyed timber buildings adjacent to the Roma Court House, also facing McDowall street.</p>
<b>SIGNIFICANCE</b>	<p>According to the QHR the Roma Court House and Police Buildings are significant:</p> <ul style="list-style-type: none"><li>• For reflecting the development of Roma, a pastoral service town, and the establishment of government administration for the prosperous surrounding district, in the late 19th and early 20th centuries;</li><li>• As good examples of a late 19<sup>th</sup> – early 20<sup>th</sup> century Queensland Public Works court house and police buildings and their association with architect John Smith Murdoch;</li><li>• For considerable aesthetic value due to their landmark qualities and for their high degree of design and workmanship;</li><li>• For a long association with law and order and the dispensing of justice in Roma since 1866; and</li></ul> <p>As an important community focus in the township of Roma, connecting the local and district community to governance in the Maroon District of south western Queensland.</p>
<b>CITATION</b>	Appendix B





**Figure 3.16:** Roma Court House (Image: ARCHAEO 2008).



**Figure 3.17:** Roma Police Station (Image: ARCHAEO 2008).

### 3.2.4.5 Roma Government Complex (Roma State School)

<b>SITE NAME</b>	<b>Roma Government Complex (Roma State School)</b>
<b>LOCATION</b>	42 Bungil Street, Roma
<b>GPS LOCATION</b>	WGS84 55J 0678284 7059770
<b>SITE DESCRIPTION</b>	<p>Roma Government Complex (former State School) is a substantial stuccoed brickwork building, influenced by Interwar Mediterranean style facing north toward Bungil Street.</p> <p>It comprises a three storeyed building with a centrally located main entrance in a range that breaks forward one bay. All three storeys have simple openings along the verandas, facing the street. The front lawn area has six mature palm trees which are sympathetic with the architectural style of the building.</p>
<b>SIGNIFICANCE</b>	<p>According to the QHR the Roma Government Complex is significant:</p> <ul style="list-style-type: none"> <li>• As a substantial building that reflects regional prosperity of Roma as a pastoral service town;</li> <li>• As an excellent regional example of a late Interwar school building, built as a part of the state government's depression initiatives under the Unemployment Relief Scheme;</li> <li>• For the influence of Interwar Mediterranean style architecture and detailing that creates an important aesthetic landmark in the town of Roma; and</li> <li>• As the former Roma State School, the building has a significant association with almost 50 years of primary school education for the Roma community since 1937.</li> </ul>
<b>CITATION</b>	Appendix B



**Figure 3.18:** Former Roma State School (Image: ARCHAEO 2008).



**Figure 3.19:** Former Roma State School (Image: ARCHAEO 2008).

### 3.2.4.6 Surat (Warroo) Shire Hall

<b>SITE NAME</b>	<b>Surat (Waroo) Shire Hall</b>
<b>LOCATION</b>	cnr Cordelia & William Streets, Surat.
<b>GPS LOCATION</b>	WGS84 55J 0704879 6994907
<b>SITE DESCRIPTION</b>	The Surat (Warroo) Shire Hall is set on low stumps and has a gabled roof clad with corrugated iron sheeting and ventilators along the roof ridge. The front (eastern) elevation has a square central clock tower with clock faces to the north, south and eastern sides.
<b>SIGNIFICANCE</b>	<p>According to the QHR the Surat Shire Hall is significant:</p> <ul style="list-style-type: none"> <li>• As an important public building in a prominent location which makes a strong visual contribution to the townscape and character of Surat;</li> <li>• For demonstrating the way in which much of western Queensland was settled by means of small service towns on supply routes, providing a meeting place for the Shire Council and a venue for formal and informal social events;</li> <li>• As a fine, intact and rare surviving example of a timber shire hall of its era; and</li> <li>• For a long connection with the people of Surat and the surrounding district as a focus for a range of important community services and social events.</li> </ul>
<b>CITATION</b>	Appendix B



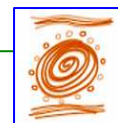
**Figure 3.20:** The Surat Town Hall (Image: ARCHAEO 2008).

### 3.2.4.7 Astor Theatre

<b>SITE NAME</b>	<b>Astor Theatre</b>
<b>LOCATION</b>	77 Burrowes Street, Surat.
<b>GPS LOCATION</b>	WGS 84 55J 0705106 6995038
<b>SITE DESCRIPTION</b>	<p>The Astor Theatre is situated in the commercial centre of Surat. It is a simple rectangular timber building set on low stumps with a gabled roof clad in corrugated iron, concealed from the front by a deep parapet.</p> <p>The front section of the building is divided into three and comprises a central foyer with a confectionary bar to the left and the ladies toilets to the right. The projection box is above the foyer.</p>
<b>SIGNIFICANCE</b>	<p>According to the QHR the Astor Theatre is significant:</p> <ul style="list-style-type: none"> <li>• For demonstrating the development of picture theatres in Queensland and the role that picture going played in the life of Australia in the 20th century;</li> <li>• As rare early picture theatre remaining in Queensland that has not been adapted for other uses;</li> <li>• For making an important contribution to the built character of the town; and</li> <li>• For important associations with the community of the town and the surrounding area, as a venue for social interaction and popular entertainment, and for many members of which it is a focus for memories.</li> </ul>
<b>CITATION</b>	Appendix B



**Figure 3.21:** Front façade, the Astor Theatre (Image: EPA 2007).





### 3.2.4.8 Mount Abundance Homestead

Refer Section 3.2.3.6 (Register of the National Estate listings).

### 3.2.4.9 Hibernian Hall

Refer Section 3.2.3.2 (Register of the National Estate listings).

### 3.2.4.10 Nostalgic Queen's Theatre, Walumbilla

<b>SITE NAME</b>	<b>Nostalgic Queen's Theatre</b>
<b>LOCATION</b>	George Street, Wallumbilla
<b>GPS LOCATION</b>	WGS84 55J 717769 7057453
<b>SITE DESCRIPTION</b>	<p>The Nostalgic Queen's Theatre is a modest purpose-built picture theatre built in 1939 in the town of Wallumbilla, 40 kilometres east of Roma.</p> <p>The Theatre, a rectangular building with a timber frame, is situated on the main highway. The roof is gabled and the main elevation has a plain rectangular façade clad in metal sheeting with a central doorway below a small window.</p>
<b>SIGNIFICANCE</b>	<p>According to the QHR, the Nostalgic Queen's Theatre is significant:</p> <ul style="list-style-type: none"><li>• For demonstrating the development of picture theatres in Queensland and the role of picture going in the life of Australia; As one of only a few early purpose built theatres remaining in Queensland that have not been adapted for other uses;</li><li>• As a good example of the type of modest picture theatre once common in rural towns; and</li><li>• For important associations with the community of Wallumbilla and the surrounding area, as a venue for social interaction and popular entertainment, and for many members of which it is a focus for memories.</li></ul>
<b>CITATION</b>	Appendix B



Figure 3.22: Nostalgic Queen's Theatre (Image: EPA 2008).

### 3.2.4.12 Romavilla Winery

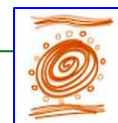
Refer Section 3.2.3 (Register of the National Estate listings).

### 3.2.5 Local Heritage Registers

Local government areas within the project area were contacted to establish if they held a heritage register of items of local heritage significance.

For those councils which have heritage registers, searches were conducted to locate places of historic heritage value to the local or regional area. A total of 17 sites are listed on the local registers which are either within or in the vicinity of (within 5kms) the field areas, pipeline corridor and LNG facility. These places and their LGA are listed on the following table (those within the project area are shaded in blue):

Site	Address	Suburb	LGA	Within project area	Located during field survey
Biloela Butter Factory	Corner of Washpool and Callide Streets	BILOELA	BANANA	No	Yes
Greycliffe Homestead	48 Gladstone Road	BILOELA	BANANA	No	Yes
Expedition Range Area	Dawson Hwy	BAUHINIA DOWNS	BANANA	No	Yes
Kilbirnie Homestead Spelling see above	Argoon-Kilburnie Road	JAMBIN	BANANA	Yes	Yes
Downfall Creek	Lot 54 on FT 58	TAROOM	BANANA	No	No
Donohue Family Graves (Private)	Lot 1 on RP 880173	TAROOM	BANANA	No	No
Taroom	Lot 1 on C 8276	TAROOM	BANANA	No	No
Gladstone Post Office (former)	33 Goondoon Street	GLADSTONE	GLADSTONE	No	No
Gladstone Court House	16 Yarroon Street	GLADSTONE	GLADSTONE	No	No



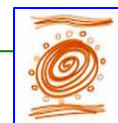
Site	Address	Suburb	LGA	Within project area	Located during field survey
Gladstone Regional Art Gallery and Museum	144-146 Goondoon Street	GLADSTONE	GLADSTONE	No	No
Glengarry Homestead	Gladstone-Monto Road	GLADSTONE	GLADSTONE	No	No
Our Lady Star of the Sea Church & School	40 Goondoon Street	GLADSTONE	GLADSTONE	No	No
Barmundoo Project	Mt Larcom	MT LARCOM	GLADSTONE	No	No
Langmorn Homestead	Langmorn Road	RAGLAN	GLADSTONE	No	No
Parson's Inn	Raglan Station Road	RAGLAN	GLADSTONE	No	No
Raglan Homestead	Raglan Station Road	RAGLAN	GLADSTONE	No	No
<b>Blythe Bridge - Blythedale</b>	Blue Hills Road	BUNGIL	ROMA	Yes	No
<b>Surat Shire Hall</b>	Corner of Cordelia and Williams Streets	WARRO	ROMA	Yes	Yes
Major Michell's Campsites	None given	WARRO	ROMA	No	No
<b>Cobb &amp; Co Corduroys</b>	Yulebah-Surat Rod	WARRO	ROMA	Yes	Yes
<b>Astor Theatre</b>	77 Burrowes Street	SURAT	ROMA	Yes	Yes

**Table 3.3:** Locally registered sites in the vicinity of the project area

### 3.2.6 QLD Department of Main Roads

DMR was contacted and their heritage register searched to identify places and sites of cultural heritage significance owned by DMR within the Study Area.

***No sites were identified on the DMR heritage inventory within the GLNG project area.***



### 3.2.7 QLD Rail

QLD Rail was contacted and their heritage register searched to identify places and sites of cultural heritage significance owned by QLD Rail within the Study Area.

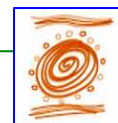
**No sites were identified on the QLD Rail heritage inventory within the GLNG project area.**

## 3.3 Non-Statutory Registers

### 3.3.1 National Trust of Australia (QLD) Register

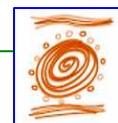
The Register of the National Trust of Australia (QLD) was also searched. The National Trust is a community based, non-government organisation which maintains a non-statutory register of heritage places. The listing of a place on the National Trust register, known as 'classification', has no legal force, however it is widely recognised as an authoritative statement of the cultural significance of a place. Nine places listed by the National Trust are located within the GLNG project area, however, all nine places are also listed on either the Register of the National Estate and/or the Queensland Heritage Register.

Site	Address	Suburb	LGA	Within Project Area	Located During Field Survey
Kroombit Tops Homestead	Biloela	BILOELA	BANANA	No	No
Kilbirnie Homestead	Argoon-Kilburnie Road	JAMBIN	BANANA	Yes	Yes
Downfall Creek	Lot 54 on FT 58	TAROOM	BANANA	No	No
Leichhardt Tree	Yaldwyn Street	TAROOM	BANANA	No	No
Old Rainworth Stone Store,	via Springsure Wealwandangie Road	SPRINGSURE	CENTRAL HL	No	No
Friend Park and Graves	Friend Street	BARNEY POINT	GLADSTONE	No	No



Site	Address	Suburb	LGA	Within Project Area	Located During Field Survey
Curtis Island (part)	None given	CURTIS ISLAND	GLADSTONE	No	No
Cliff Date	None given	GLADSTONE	GLADSTONE	No	No
Civic Theatre	165 Goondoon St	GLADSTONE	GLADSTONE	No	No
Block B, Central State School	94 Auckland Street	GLADSTONE	GLADSTONE	No	No
Former Port Curtis Co-operative Dairy Association Ltd Factory	6 Short Street	GLADSTONE	GLADSTONE	No	No
Fig Tree	15 Roseberry Street	GLADSTONE	GLADSTONE	No	No
Ace Drapers	86 McDowell St	ROMA	ROMA	Yes	Yes
Hibernian Hall	38-44 Hawthorne Street	ROMA	ROMA	Yes	Yes
Ladbroke's State Butchery	75 Arthur Street, Roma	ROMA	ROMA	Yes	Yes
Mt Abundance Homestead	Warrego Highway, 5km west of Roma	ROMA	ROMA	Yes	No
Roma Government Complex	42 Bungil Street	ROMA	ROMA	Yes	Yes
War Memorial	Bungil St	ROMA	ROMA	Yes	Yes
Romaville Winery	Northern Rd		ROMA	Yes	Yes
Roma Court House and Police Buildings	McDowall Street	ROMA	ROMA	Yes	Yes

**Table 3.4:** National Trust registered sites in the vicinity of the project area.



### 3.4 Other Reported Sites

Liaison with government stakeholders revealed a number of reported but unqualified places within the GLNG project area that may have non-Indigenous cultural heritage value. There is generally very little information on these sites other than their name and location (coordinates) and they have been compiled from various sources over several decades. The location of these sites is shown on Figures 5.1; 5.2; 5.3; 5.4; 5.5 and 5.6.

Field surveys of these sites are necessary to establish if these sites exist prior to work beginning in these areas if they contain any cultural heritage significance and if so, the nature of this significance. Chapter 9 (specifically Recommendation 12) details the approach and procedures that should be implemented to manage these sites.

### 3.5 Community Consultation

Various types of community consultation are vital when gathering baseline information for large scale heritage investigations. The possibility always exists that a site or place of heritage significance may not yet have been listed or acknowledged by any of the registers and databases that were searched. To combat this aspect of the study, community consultation was planned, in an attempt to identify sites and places which might be of previously unidentified significance.

#### 3.5.1 Santos Consultation

Landowner questionnaires were submitted to Santos in February 2008 for distribution to all landowners who may be affected by the GLNG project. The questionnaires briefly described why and how the cultural heritage investigation was being undertaken and discussed the types of heritage places which may be within the project area. The questionnaire provides opportunity for the landowner's assistance in identifying places of potential value, through the provision of basic site information. To date, no feedback has been received from landowners.

#### 3.5.2 Historical Society Consultation

The field survey teams meet with, or spoke to, several of the local historical societies in the field area.

The following historical societies were briefly consulted:

- Roma Historical Society – provided useful information on the Injune – Roma Railway line and collaborative projects which are underway with the Injune and Mitchell Historical Societies with regard to cultural heritage sites in private properties within the region. With more time and consultation, this historical society is likely to be able to provide further information on specific sites in the region and their value to the local people.
- Calliope Historical Society – were unaware of any sites within the GLNG project area.

### 3.5.3 Informal Consultation

Informal consultation was carried with some landowners during the field survey when field teams working on public land were approached by locals interested in what the field teams were doing. All people were genuinely interested in the historic cultural heritage investigation, supported the need for such a survey and were extremely helpful providing useful information regarding potential sites and their value to the local community. Consultation logs are provided as Appendix C and the following is an overview of information which was supplied during the informal consultation.

- **Tony Garland (owner Yingerbay Station)**  
Provided a good description of the former soldier settlement at Yingerbay, which was otherwise unknown from the sources and had the potential to be a site of archaeological significance, and confirmed information on location and layout of former Roma – Injune railway line;
- **Valda Halfemeister (owner Westgrove Homestead)**  
Provided valuable information on Westgrove Homestead and its development, as well as the Injune Cypress Mill site. Valda also provided other useful contact names;
- **Bill Green (Caretaker Injune racetrack)**  
Provided useful information on the development and history of Injune, in particular its saleyards and racetrack. Bill can also provide details for many other useful contacts regarding the heritage of this area;
- **John Clark (Gladstone/Curtis Island charter boat operator)**  
Gave valuable geographical information on Curtis Island, the development of industry at Gladstone and the possibility of a soldier settlement on Curtis Island;



- **Stuart Farmer (son of owner, Hazel Dean Homestead)**  
Provided valuable contextual and historical information about the Hazel Dean Homestead and highlighted many of the significant features of the site; and
- **Angus McLeod (Ecologist – URS)**  
Also provided valuable information on potential sites within the Curtis Island project area and provided a map showing the location of those he had seen.

## 4.0 FIELD SURVEY

The field survey was carried out over two phases, as follows (for further information see project methodology in Chapter 1).

- Phase I Reconnaissance
  - Curtis Island, 12 and 13 May, 2008
  - Pipeline and field areas, 25 – 30 May, 2008
- Phase II Detailed Survey
  - Pipeline and field areas, 13 – 18 July, 2008.

### 4.1 Survey Methodology

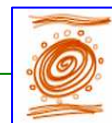
Sampling strategies (where to look) can be either:

- Purposive, where specific areas are targeted for field survey, such as predicative modelling; or
- Probabilistic, where decisions are made to survey without any prior knowledge or predictive model of what heritage resources might exist in the landscape to be surveyed.

Generally, archaeological survey strategies involve transects across the Study Area chosen at random (probabilistic) to avoid possible bias in the results; and/or sites within areas (purposive) known to be historically significant, and/or those designated areas specifically earmarked for development.

For this particular survey, a purposive (targeted) sampling strategy was employed, incorporating a targeted vehicle and pedestrian survey across the project area. A master list of areas and sites identified in the contextual history, register searches, stakeholder consultation, analysis of historic maps was produced and the following sites were targeted in order to establish the best possible constraints coverage for the project:

- Sites for which there was no information (i.e. they were not listed on a heritage register or the register citation gave very little information);
- Areas which appeared to have a large concentration of sites;
- Sites and areas within Santos' key project areas: Curtis Island, the entire pipeline and the field priorities areas (Arcadia Valley, Fairview and the Roma area).



All survey data was recorded in field notebooks and locations of any items or places of historical cultural heritage interest were captured via a hand held global positioning system (GPS), accurate to  $\pm 4$  metres. Areas of interest were photographed using a digital camera (Canon Powershot A650 IS) with 12.1 effective mega-pixels. Noted historic cultural heritage areas were recorded with reference to location, environmental context, levels of previous impact, condition and description.

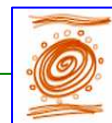
Site surveys are carried out to identify three types of places:

- *Items of potential heritage significance:*  
Comprising items and places of potential historic cultural heritage significance, to the level which may warrant listing on a local or State heritage register. This may include individual sites, such as sawmill, or site complexes, such as a railway line and its associated infrastructure.
- *Heritage Precincts*  
The project area included a large number of towns and villages where there are urban areas which contain a high density of heritage sites and places. Heritage precincts were established for these areas to capture the values that they contain.
- *Places of Historical Interest*  
Places of historical interest comprise those items and places which do not provide a suitable level of cultural heritage significance in their own right to justify further assessment. They are however, included as they contribute (or potentially contribute) to the broader discussion of historical archaeological places within the GLNG project area and assist with determining the current heritage environment of the area.

## 4.2 Constraints to the Survey

### 4.2.1 Ground Surface Visibility

Ground surface visibility is most commonly inhibited by vegetation but other inhibitors may include concrete, gravel and bitumen. Levels of ground surface visibility are determined using a percentage scale in that 0% represents zero visibility and 100% represents maximum visibility (bare ground), based on the following scale: Zero - 0%; Poor - 1-25%; Moderate - 26-50 %; Fair -



51-75 %; Good - 76-85%; Excellent - 86-100%. The better the visibility, the more potential there is for locating historical / archaeological material.

For each site or complex of heritage significance, a level of ground integrity is given.

### 4.3 Survey Results

An estimated 10% of the entire project area was surveyed for this investigation. The field survey discovered a large number of sites, which have been broken into their potential level of significance in the results below (State, Local, Archaeological, Precinct or Historical Interest).

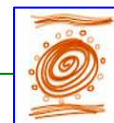
The following section details the results of the field survey and has a table for each type of significant place:

- **Heritage / Archaeological Sites (HAS):**  
Sites which have the potential to contain heritage or archaeological value.
- **Heritage Precincts**  
Urban areas which contain a number of heritage items of varying levels of heritage significance and historic interest, which when combined give the precinct a distinct character and appearance.
- **Places of Historical Interest (HI)**  
These places are indicators of historic activity occurring within an area and assist with defining the existing environment. However, they are significant in their own right to warrant listing on a heritage register or to warrant heritage management procedures.

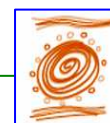
Detailed information is given for those places which are not currently listed on a statutory heritage register. Places which form part of a complex or precinct are dealt with in the complex or precinct discussion (Section 4.4.4).

#### 4.3.1 Heritage / Archaeological Sites (HAS)

Site	Name	GPS Co-ordinates (WGS 84)		
		Easting	Northing	Zone
HAS-01	Surat Precinct	704394	6995017	55J

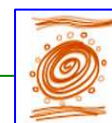


Site	Name	GPS Co-ordinates (WGS 84)		
		Easting	Northing	Zone
HAS-02	Roma Precinct	678334	7059513	55J
HAS-03	Old Carnarvon Hwy Crossing	665332	7194981	55J
HAS-04	Possum Catchers Cave	665465	7195392	55J
HAS-05	Hazel Dean Homestead	292535	7341878	56J
HAS-06	Old Ulebah Township	742100	7044652	55J
HAS-07	Hutton Creek Settlement Site	690753	7143753	55J
HAS-08	Corduroy Road (Southern Surat remnant)	From 706330	6999084	55J
		To 706197	6998911	
	Corduroy Road (Northern Yuleba remnant)	From 729673	7031250	55J
		To 729902	7031494	
HAS-09	Former Dudarcho Homestead	247762	7316162	56J
HAS-10	Injune to Rome Rail Line	From 676398	7059085	55J
		To 657066	7140989	
HAS-11	Dalby Roma Telegraph Line	From 740510	7048953	55J
		To 739428	7049678	
HAS-12	New Yulebah	737009	7054020	55J
HAS-13	Wallumbilla Precinct	717732	7057444	55J
HAS-14	Wooden Homestead	718114	7060204	55J
HAS-15	Gallipoli Hill Sand Mine	654496	7136545	55J
HAS-16	Vertical Board Homestead	665769	7138669	55J
HAS-17	Autumn Vale Homestead	668712	7139844	55J
HAS-18	Injune Precinct	656960	7140756	55J
HAS-19	Moonah Telegraph Line	From 692452	7146166	55J
		To 692023	7144799	
HAS-20	Bonnie Doon Homestead	692833	7151827	55J
HAS-21	Westgrove Homestead	648755	7169837	55J



Site	Name	GPS Co-ordinates (WGS 84)		
		Easting	Northing	Zone
HAS-22	Survey Tree	237826	7311957	56J
HAS-23	Survey Tree	296383	7365212	56K
HAS-24	Old Dawson Highway Alignment	703622	7275166	55J
HAS-25	Camping Reserve	715798	7275031	55J
HAS-26	Rolleston Heritage Precinct	664566	7293507	55J
HAS-27	Telegraph Line	643273	7399789	55K
HAS-28	Telegraph Line	638187	7320474	55J
HAS-29	Chinaman's Bay Loading Facilities	317858	7368136	56J
HAS-30	Curtis Island Industrial Working Area	318141	7368983	56K
HAS-31	Wooden Road Bridge	793985	7295292	55J
HAS-32	Fisherman's Hut	319257	7368751	56K
HAS-45	Survey Tree	714737	7274305	55J

**Table 4.1:** Heritage / Archaeological Sites



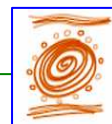
<b>SITE NAME</b>	<b>HAS-01 Surat Heritage Precinct</b>
<b>LOCATION</b>	Surat
<b>GPS LOCATION</b>	WGS84 55J 0704394 6995017
<b>ENVIRONMENTAL CONTEXT</b>	Surat lies south of the Condamine River on the Carnarvon Highway
<b>HERITAGE CHARACTER</b>	Surat has a strong connection to the history of Cobb & Co. within south Queensland as the last ever Cobb & Co mail run was made from Surat to Yuleba. The town still maintains the old Cobb & Co changing station and an element of corduroy road north of the town. There are several other buildings of note from the early twentieth century within Surat, which when combined with the wide street plan of the town, gives Surat its distinctive character.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• Surat (Warroo) Shire Hall (QHR; LGR);</li> <li>• Astor Theatre (QHR; LGR);</li> <li>• Cobb and Co. Station;</li> <li>• Mitchell's Garage;</li> <li>• Surat Post Office;</li> <li>• Surat Shops; and</li> <li>• Burrows St Residence.</li> </ul>



**Figure 4.1:** Warroo Shire Hall. The hall is currently being repaired as can be seen by the fencing and new external paint (Image: ARCHAEO 2008).



**Figure 4.2:** Old Cobb & Co changing station (Image: ARCHAEO 2008).





<b>SITE NAME</b>	<b>HAS-02 Roma Heritage Precinct</b>
<b>LOCATION</b>	Roma
<b>GPS LOCATION</b>	WGS84 0678334 7059513
<b>ENVIRONMENTAL CONTEXT</b>	Roma lies at the junction of the Carnarvon and Warrego Highways, 430km west-north west of Brisbane.
<b>HERITAGE CHARACTER</b>	Roma has long been the main rural centre of southern Queensland west of Toowoomba and the town's character that reflects this. The main streets of Roma have a number of historic buildings and shop facades that lend, along with the open street plan and numerous bottle tree plantings, a distinct character to the town. Many of the residential areas of town are populated with a high number of heritage and character homes that further add to the overall character of the town. No one historic theme dominates Roma's history, unlike the smaller towns nearby, as being a regional centre Roma has been heavily influenced by various factors over the years.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• Ladbroke's State Butchers Shop (former) (RNE; QHR; RNT).</li> <li>• Hibernian Hall (RNE; QHR; RNT).</li> <li>• James Saunders And Sons Chemist (QHR).</li> <li>• Ace Drapers No. 1 (RNE; QHR; RNT).</li> <li>• School of Arts Hotel;</li> <li>• Old Roma Government Complex (QHR; RNT);</li> <li>• Old Queensland Congregation Church;</li> <li>• Roma Court House and Police Buildings (QHR; RNT);</li> <li>• Roma State School;</li> <li>• St Paul's Cathedral and Hall;</li> <li>• War Memorial and Heroes Avenue (RNE; QHR; RNT);</li> <li>• Romaville Winery (RNE; QHR; RNT);</li> <li>• Roma Station;</li> <li>• Abandoned Hotel;</li> <li>• Old Store;</li> <li>• Commonwealth Hotel;</li> <li>• Roma State College;</li> <li>• Masonic Temple;</li> <li>• Roma Neighbourhood Centre;</li> <li>• Old Shop;</li> <li>• Queen's Arms Hotel;</li> </ul>



	<ul style="list-style-type: none"> <li>• Shop Facades x4;</li> <li>• Western Star;</li> <li>• Buckenham Brothers;</li> <li>• Roma's Largest Bottle Tree;</li> <li>• Royal Hotel;</li> <li>• The Grand Hotel;</li> <li>• Empire Hotel;</li> <li>• Old Store;</li> <li>• Roma Uniting Church; and</li> <li>• Roma Saddlery.</li> </ul>
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**Figure 4.3:** Hibernian Hall (Image: ARCHAEO 2008).



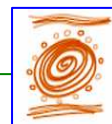
**Figure 4.4:** School of Arts Hotel (Image: ARCHAEO 2008).



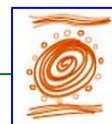
**Figure 4.5:** James Saunders Chemist (Image: ARCHAEO 2008).



**Figure 4.6:** Old Roma Government Complex (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-03 Old Carnarvon Highway Crossing</b>
<b>LOCATION</b>	Approximately 150m west of the Carnarvon Highway, west of the Dawson River Bridge
<b>GPS LOCATION</b>	WGS84 55J 665332 7194981
<b>ENVIRONMENTAL CONTEXT</b>	The site is within the riverbed of the Upper Dawson River. The banks of the river consist of low grass and scattered rock, dirt or low gum scrub. Within the river bed there are a variety of grasses with some smaller shrubs with beds of river stones and sand underneath. The existing Alinta pipeline route runs through the site intersecting the old road on the south bank of the river. The crossing acts as a small causeway and has dammed a small amount of water that stretches about 250m up river.
<b>SITE DESCRIPTION</b>	<p>The old road deviates from the Carnarvon Hwy 300m south of the Dawson River Bridge. The road runs downhill towards the river, crossing it some 150m west of the bridge. The road then runs north as part of a service track and deviates from the track 500m north at 55J 665649 7495415 where it runs parallel to the Alinta easement.</p> <p>The remaining paved section of road consists of a sand base over which a layer of red concrete aggregate has been laid. Rough shaped sandstone blocks are laid and fitted upon this base. The sand within the joins of the blocks is hard packed and in some places has grass growing from within the block joints.</p> <p>The old road on the south bank of the river has become a water course and large parts have been eroded, especially in the area directly above the Alinta pipeline. The area of pavement within the river itself is in good condition as is the pavement on the north bank.</p> <p>The road is most probably part of the old Carnarvon Road as the historical photographs indicate.</p>
<b>PREVIOUS IMPACTS</b>	<p>The Alinta pipeline cuts directly through the area of pavement on the south bank of the river. The combination of the modern Carnarvon Hwy and the Alinta pipeline damage have combined with runoff to badly damage the south bank section of the road. This damage has however, exposed the underlying layers of the road allowing the various road strata to be examined.</p> <p>Maintenance of the modern track by what appears to be bulldozers has obscured parts of the crossing within the river.</p>
<b>GROUND SURFACE VISIBILITY</b>	Varies from 100% on the south bank to 0% in parts of the river. North bank section is 80%





**Figure 4.7:** South Bank section of road looking North. The red arrow indicates where the Alinta pipeline intersects the road (Image: ARCHAEO 2008)



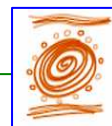
**Figure 4.8:** Pavement on the Northern bank (Image ARCHAEO 2008)..



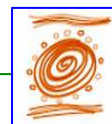
**Figure 4.9:** Photo of the crossing from the south bank during repairs c.1937 (Image courtesy of the Queensland State Archives).



**Figure 4.10:** Photo of the crossing from the north bank during repairs c.1937 (Image courtesy of the Queensland State Archives).



<b>SITE NAME</b>	<b>HAS-04 Possum Catcher's Cave</b>
<b>LOCATION</b>	Approximately 250m north-west of the Carnarvon Hwy on bend in the Dawson River
<b>GPS LOCATION</b>	WGS84 55J 665465 7195392
<b>ENVIRONMENTAL CONTEXT</b>	The cave is located within a sandstone escarpment that overlooks a large deep pool in the upper Dawson river. The rockshelter has scattered sandstone from a scarp retreat, ironbark woodland and native grasses below it.
<b>SITE DESCRIPTION</b>	The rockshelter has evidence of Indigenous occupation and is associated with a large axe grinding site with many grooves located in the Dawson river to the north-west. The rockshelter has been modified and used by Possum Trappers during the Great Depression. The rockshelter was much larger in the past. A 30m section of rock overhang at the northern end has collapsed. The sandstone rockshelter is 8m above the Dawson River with a north-western aspect, approximately 10m long, 3m deep and 1-2m high. The sandstone floor of the natural cave has been quarried for stone blocks used to construct the store room. The roof of the cave outside the entrance to the store room has a small amount of rock art consisting of at least six red stencilled hand prints. Four stone artefacts were found just below the entrance to the store room on the shelter dripline and on the slope. The store room is 2m by 3m and has a sandstone floor littered with several macropod bones. The room was constructed with stacked sandstone blocks cut from the rockshelter floor.
<b>PREVIOUS IMPACTS</b>	The Possum Trapper's impacts on the site have obliterated most traces of Indigenous occupation of the site apart from the rock art. The Possum Trapper's modifications to the rockshelter are in good condition and show little signs of disturbance. The collapse of the rock overhang of northern portion of the cave has created an earth dam that may contain older Indigenous deposits.
<b>GROUND SURFACE VISIBILITY</b>	100%.
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This site is closely related to the axe grinding groove site in the bed of the Dawson River described below.





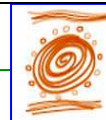


**Figure 4.11:** View of cave and trappers store looking North, showing steps formed from quarrying of sandstone blocks. The red arrow shows the location of the hand stencils (Image: ARCHAEO 2008).



**Figure 4.12:** The hand stencil rock art within the cave (Image: ARCHAEO 2008).

<b>SITE NAME</b>	<b>HAS-05 Hazel Dean Homestead</b>
<b>LOCATION</b>	Lot 22CL40301 Mt Alma Road, approximately 25km kilometres west of Calliope township.
<b>GPS LOCATION</b>	56J 292535 7341878
<b>ENVIRONMENTAL CONTEXT</b>	The site is set within a landscape of rolling hills, mostly cleared for grazing, with scattered trees of varying maturity. The homestead complex is set back from the road, on an elevation position, bordered to the west by a Creek.
<b>SITE DESCRIPTION</b>	<p>The Hazel Dean Homestead consists of group of built structures of various phases of continuous occupation from the late nineteenth century to the present. The Farmer family have owned the property since the 1890s and six subsequent generations have resided at and worked the property. Initially operated as a dairy (1900s to 1950s), it has been pastoral property for beef cattle since the 1970s. The original residence was of timber slab construction, although none of the fabric from this early house was observed. The northern end of the house is the earliest remaining fabric (constructed 1900s), a gabled weatherboard clad cottage which is now used as a kitchen. Adjacent to this structure is an extension dating to 1915-1920, linking the cottage with the main house which is a weatherboard clad pyramid roof bungalow (constructed 1941). In the 1960s, the western side of the house was enclosed to increase accommodation. The primary residence is surrounded by a house garden which incorporates limited mature plantings, including a Frangipani of considerable age, a separate laundry building and an adjacent concrete water tank with bathroom underneath (constructed 1900s).</p> <p>The former Workers' Cottage, located to the north of the main complex, was constructed in the early 1900s. It is a timber framed and weatherboard clad gable roofed structure, with skillion verandah roof extensions. The milking shed, built in the late 1800s and used until the 1950s, has been left largely unmodified. The shed was constructed of timber frame with a corrugated iron clad gabled roof. The former community dance hall was constructed in the 1898 and used for community dances until the 1950s. The hall is a timber framed and corrugated iron clad structure, with gabled roof line and weatherboard gable infills. The majority of the fabric is original. This complex comprises of:</p> <ul style="list-style-type: none"> <li>• Graves;</li> <li>• Homestead site;</li> <li>• Laundry;</li> <li>• Dancehall;</li> <li>• Workers' Cottage;</li> <li>• WWII Shower block (relocated);</li> <li>• Bathroom located underneath Water Tower;</li> <li>• Meat Shed;</li> <li>• Butcher's Shed;</li> </ul>





	<ul style="list-style-type: none"> <li>• Dairy;</li> <li>• Tennis Court;</li> <li>• Timber Saw;</li> <li>• Garden defined by Dry Stone Walls; and</li> <li>• Assorted 20C Farm machinery.</li> </ul>
<b>PREVIOUS IMPACTS</b>	The homestead complex is currently occupied and in good condition. Some of the outbuildings are exhibiting signs of deterioration, and the roof structure of the workers' cottage has been damaged by a fallen tree and termite damage to the sub floor is evident. Considerable effort is being made by the owners to maintain the fabric.
<b>GROUND SURFACE VISIBILITY</b>	Moderate in the areas immediately adjacent the house and yard, low elsewhere.



**Figure 4.13:** Hazel Dean Homestead (Image: ARCHAEO 2008).

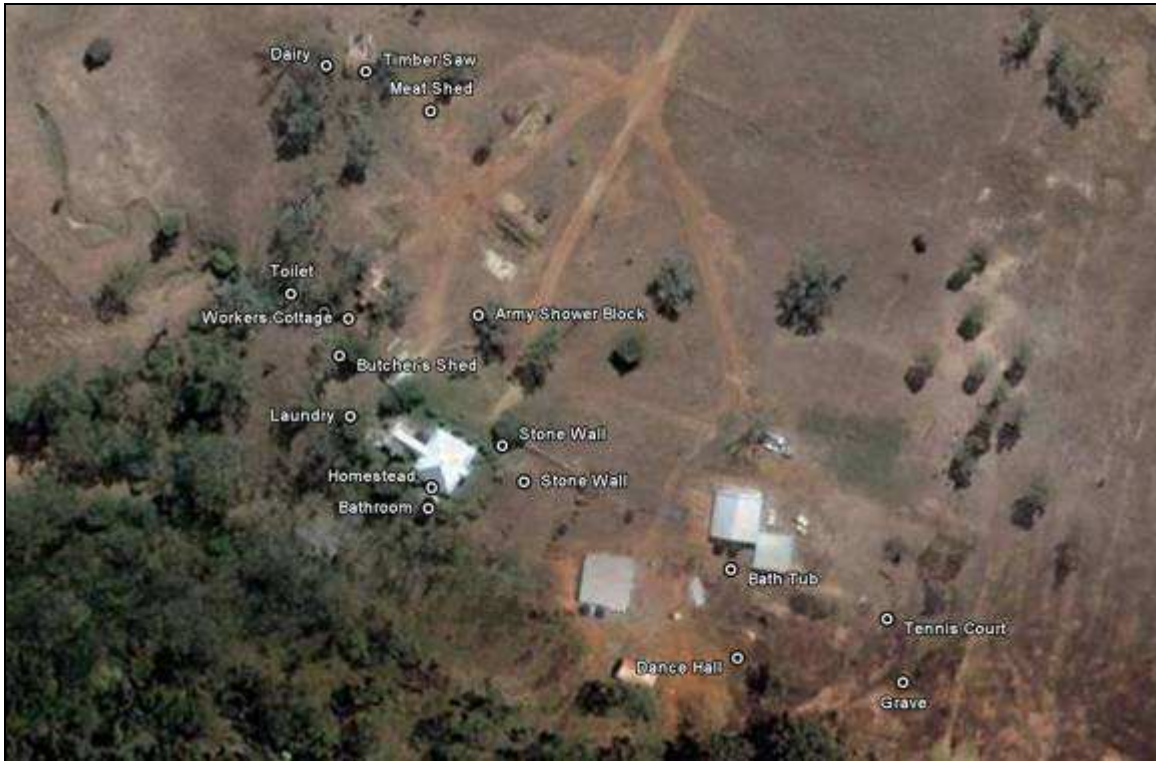


**Figure 4.14:** Community Dance Hall (Image: ARCHAEO 2008).



**Figure 4.15:** Contents of milking shed, facing west, Hazel Dean (Image: ARCHAEO 2008).





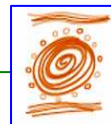
**Figure 4.16:** Location of sites within Hazel Dean Homestead complex (after Google 2008).



**Figure 4.17:** Farmer family graves (Image: ARCHAEO 2008).



**Figure 4.18:** Former Workers' Cottage (Image: ARCHAEO 2008).

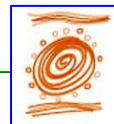




**Figure 4.19:** Meat Shed (Image: ARCHAEO 2008).



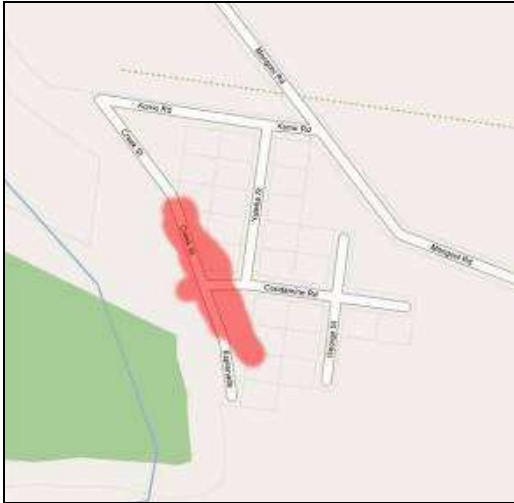
**Figure 4.20:** Concrete water tank (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-06 Old Ulebah Township Site</b>
<b>LOCATION</b>	11km SSW of Yulebah above Yulebah Creek on Mongool Rd
<b>GPS LOCATION</b>	WGS84 55J 0742100 7044652
<b>ENVIRONMENTAL CONTEXT</b>	The site consists of open grassland between Mongool Road and Yulebah creek's eastern gum tree lined bank.
<b>SITE DESCRIPTION</b>	The site is the former location of the township of Ulebah that moved to its current site (Yulebah) when the rail line was installed in 1879. At first glance there is little evidence that the site was once inhabited. Closer inspection reveals an area of non-native plantings and several large artefact scatters along what was once Creek Street and on the creek bank where Condamine and Komo Roads meet the creek. The scatters consist of broken glass and porcelain, nails, buttons and other remnants of occupation.
<b>PREVIOUS IMPACTS</b>	The site has been used as a camping area and has seen some disturbance from campers and their activities.
<b>GROUND SURFACE VISIBILITY</b>	100% on tracks, 10% in grassed areas
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	Investigation into the town has shown that the town's limits, streets and blocks are still part of cadastral information and provide an excellent tool for any future research into the form of the old town and its use. The site has potential to yield archaeological information on the early settlement and use of the area.







**Figure 4.21:** Approximate spread of main artefact scatter. Note the street plan and blocks are used by Google even today, 130 years after the site was abandoned (Image: ARCHAEO 2008).



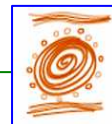
**Figure 4.22:** Some of the non-native plantings at Ulebah (Image: ARCHAEO 2008).



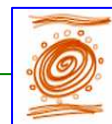
**Figure 4.23:** Artefacts scattered at the intersection of Creek Street and Condamine Rd. Note the worked glass tool (Image: ARCHAEO 2008).

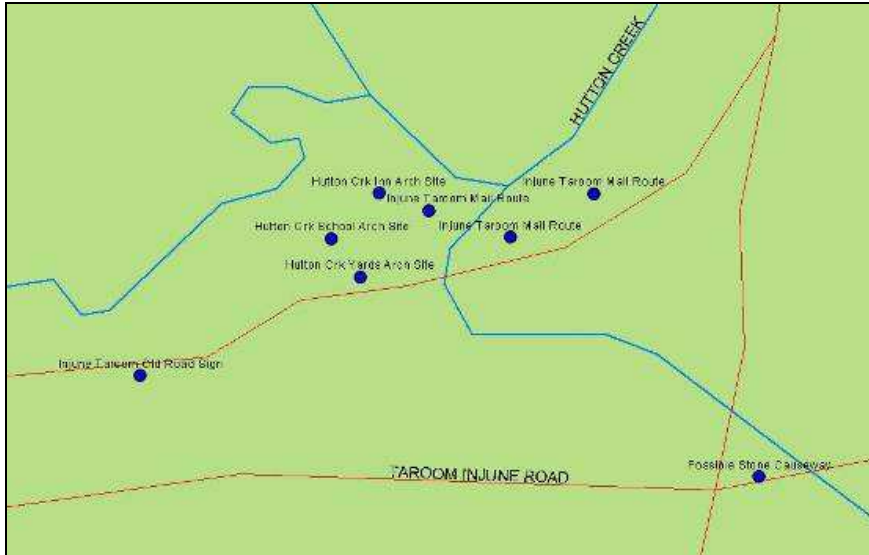


**Figure 4.24:** Porcelain found on along creek street (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-07 Hutton Creek Settlement</b>
<b>LOCATION</b>	Approximately 21.25km south of the SANTOS Fairview worker's accommodation and 700m north of the Injune-Taroom Road on the south bank of Hutton Creek.
<b>GPS LOCATION</b>	WGS84 55J 0690753 7143753
<b>ENVIRONMENTAL CONTEXT</b>	The site consists of open grassland with river red gums lining the creek.
<b>SITE DESCRIPTION</b>	The site once comprised of at least an inn on the old Injune-Taroom mail route, stockyards and possibly a school. Only the stockyards are readily identifiable at first glance due to the remaining upright posts. The school and inn remnants consist of artefact scatters and the foundations of the inn. The scatters consist mainly of broken glass and porcelain with pieces of iron, rock foundations, wood and parts of various tools. The old Injune-Taroom Rd is clearly visible within the landscape as are its creek jump ups and cutting to the north east of the Hutton Creek site (site A-10).
<b>PREVIOUS IMPACTS</b>	The site has been undisturbed for some time with only the road used as a service track and cattle grazing impacting the sites.
<b>GROUND SURFACE VISIBILITY</b>	100% on tracks, 10% in grassed areas
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This site has the potential to yield archaeological information of the early settlement of the region and the use of small settlements along mail routes as the site lies about 40km from Injune and would have been a planned stop. A piece of broken porcelain had the date of 1849 on it but this predates the area's settlement. Enough porcelain has been found to allow a general dating of the site however, should it be required.





**Figure 4.25:** Map of the Hutton Creek sites (Map: ARCHAEO 2008).



**Figure 4.26:** Hutton Creek stockyards looking towards the site of the Inn (Image: ARCHAEO 2008).



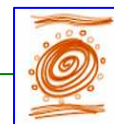
**Figure 4.27:** Wooden post located at the Hutton Creek School site (Image: ARCHAEO 2008).



**Figure 4.28:** Part of the Bushman's Arms bottle dump (Image: ARCHAEO 2008).

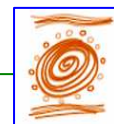


**Figure 4.29:** Porcelain with "Bristol 1849" found at the Inn site (Image: ARCHAEO 2008).





<b>SITE NAME</b>	<b>HAS-08 Corduroy Road</b>
<b>LOCATION</b>	Yuleba/Surat Rd
<b>GPS LOCATION</b>	Southern (Surat) Corduroy Remnant WGS84 55J 0706330 6999084 to 0706197 6998911 (identified in Figure 5.1 as HAS-08a)  Northern (Yuleba) Corduroy Remnant WGS84 55J 0729673 7031250 to 0729902 7031494 (identified in Figure 5.1 as HAS-08b)
<b>ENVIRONMENTAL CONTEXT</b>	The Corduroy Road remnants are located within low scrub country that has a deep sandy soil with a low and scattered grass covering.
<b>SITE DESCRIPTION</b>	The two sections of corduroy road consist of 3m wide by 400mm diameter Cyprus Pine logs laid loosely side by side on sandy soil forming a simple road surface for travel by Cobb & Co. coaches. The southern (Surat) section is approximately 220m long with a small 2m x 5m section having been fenced off and signed.  The northern (Yuleba) section is longer and its structure is far more apparent. Unfortunately the northern section is in the process of being washed away due to the erosion from overflow of a small dam that has been formed by a roadside borrow pit. The excess runoff follows the old road, which lies on extremely unstable sand, as an overflow route. This section of road is 330m long.
<b>PREVIOUS IMPACTS</b>	The Cobb & Co. Rd followed a similar path to the current Yuleba/Surat Rd and the old easement can be seen at times from the current road. Modern road works and vehicle use have obliterated much of the old road.
<b>GROUND SURFACE VISIBILITY</b>	80%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	Corduroy roads are now extremely rare in Australia and these two sections when combined with the Cobb & Co. infrastructure in the surrounding towns form a unique element not only in the local region but also provide an excellent opportunity to study the construction and use of nineteenth and early twentieth century transport and communications infrastructure. The route and associated buildings are also important as they were the site for the last ever Cobb & Co. mail run, made on August 14 1924 along the 74km Surat to Yuleba route. Although Surat falls outside the southern lease areas, the entire surviving infrastructure must be viewed as a whole network, as damage or loss to one area will greatly affect the significance of the remaining sections of the network.





**Figure 4.30:** Part of the Corduroy Rd near Surat (Image: ARCHAEO 2008).

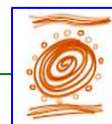


**Figure 4.31:** Part of the Corduroy Rd near Yuleba (Image: ARCHAEO 2008).



**Figure 4.32:** Part of the Corduroy Rd near Surat showing the water damage from the borrow pit overflow (Image: ARCHAEO 2008).

<b>SITE NAME</b>	<b>HAS-09 Former Dudarcho Homestead</b>
<b>LOCATION</b>	The former Dudarcho Homestead, named so by the current landowner at Kilbirnie Station, is located along Argoon Kilbirnie Road.
<b>GPS LOCATION</b>	WGS84 56J 247762 7316162
<b>ENVIRONMENTAL CONTEXT</b>	Set back from the road, amongst a predominantly flat and cleared pastoral setting, evidence of the former homestead complex is visible amongst the long dry grass. Immediately surrounding the homestead site, numerous mature Bottle Trees were observed.
<b>SITE DESCRIPTION</b>	Evidence of occupation at the former Dudarcho Homestead complex includes a house site with chimney and timber stumps, sheep enclosure, sheep dip and domestic equipment including a former wood burning stove. The former homestead complex contains a series of structures and other features (detailed below) which suggest that it was a sheep property. Nearby landowners from Kilbirnie Station identified this site as the former Dudarcho Homestead.
<b>PREVIOUS IMPACTS</b>	The house has been removed from the site and the considerable weathering to the timber stumps indicates that this occurred some time ago.
<b>GROUND SURFACE VISIBILITY</b>	80%
<b>ADDITIONAL COMMENTS</b>	<p>The land had probably been cleared prior to the construction of the homestead, and the presence of visible surface scatters implies that the preservation of an archaeological record throughout the complex are moderate. Other items noted in proximity to the homestead site included:</p> <ul style="list-style-type: none"> <li>• Sheep Pen;</li> <li>• Sheep Dip;</li> <li>• Generator Shed;</li> <li>• Meat Shed; and</li> <li>• Trough and Water Tanks.</li> </ul>





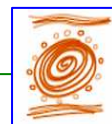
**Figure 4.33:** Location of sites around the former Dudarcho Homestead (Image: after Google 2008).



**Figure 4.34:** House site, facing south west (Image: ARCHAEO 2008).

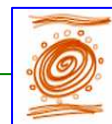


**Figure 4.35:** Sheep dip, facing east (Image: ARCHAEO 2008).





<b>SITE NAME</b>	<b>HAS-10 Roma to Injune Railway Heritage Corridor</b>
<b>LOCATION</b>	The line begins where Curry Street, Roma crosses the Roma to Mitchell rail line and a small section that adjoins the current line is still being used by a grain loading facility. The line runs in a generally north west direction from Roma following Orallo Rd and then Euthalla Rd, Nareeton Rd, Wareeton Rd, the western section of Eumina Rd until Eumina Rd rejoins itself from the north east. At this point the line is no longer a road and runs away from Eumina Rd to the north west to Orallo station where it recrosses Orallo Rd and runs away north until it meets Orallo Rd again at Alicker Station. The Line runs to the west of Orallo Rd from Alicker, paralleling the roads course until it reaches the Byrmont Siding (L-65) where the rail corridor again becomes a road. The line separates from the Line Rd at Gunnewin where the line parallels the Carnarvon Highway on its eastern side all the way to Injune.
<b>GPS LOCATION</b>	WGS84 55J 0676398 7059085 to 55J 0657066 to 7140989
<b>ENVIRONMENTAL CONTEXT</b>	The line runs through many types of country, from grassland, scattered woods, to swamp and cypress forest.
<b>SITE DESCRIPTION</b>	The line is notable in that it is clearly visible in the landscape either as it still stands or as part of roads. Roads that use the old rail corridor still make use of the old railway culverts, simply compacting additional dirt on the line to widen it for cars. Many of the properties (Alicker, Eumina, Orallo, Yingerbay, Euthalla etc.) carry the names of the old settlements that once stood on the rail line. Additionally, further research into the abandoned soldier settlements may uncover archaeological evidence of these settlements.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• Old Rail Corridor</li> <li>• Bridge Footings</li> <li>• Euthalla Sliding Sign</li> <li>• Simms Graves</li> <li>• Yingerbay Siding</li> <li>• Railway Cutting</li> <li>• PMG Telegraph Line</li> <li>• Narrateen Sign</li> <li>• Benchmark Blazed Tree</li> <li>• Byrmont Siding</li> <li>• Gunnewin Siding and Shed</li> <li>• Komine Siding</li> <li>• Multiple Culverts of varying size</li> <li>• Coal Loading Siding</li> <li>• Steam Engine Bed</li> <li>• Possible Coal Mine</li> </ul>





**Figure 4.36:** Old bridge pilings across the creek (Image: ARCHAEO 2008).



**Figure 4.37** Steam locomotive (Image: ARCHAEO 2008).



**Figure 4.38:** Former rail siding sign (Image: ARCHAEO 2008).



**Figure 4.39:** Concrete bridge (Image: ARCHAEO 2008).

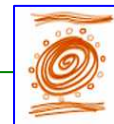
<b>SITE NAME</b>	<b>HAS-11 Dalby-Roma Telegraph Line</b>
<b>LOCATION</b>	Approximately 6.5km south west of Yulebah on the Mongool Rd.
<b>GPS LOCATION</b>	WGS84 55J 0740510 7048953 to 0739428 7049678
<b>ENVIRONMENTAL CONTEXT</b>	The line is located within grass covered paddocks along the Mongool Rd
<b>SITE DESCRIPTION</b>	The telegraph line consists of poles, spaced approximately 50m apart, which are made of cypress and use porcelain insulators. The line runs along the south side of the road except for the last pole which is on the north side.
<b>PREVIOUS IMPACTS</b>	Several of the poles have fallen over time and all are leaning over to some extent.
<b>GROUND SURFACE VISIBILITY</b>	80%



**Figure 4.40:** Part of the telegraph line (Image: ARCHAEO 2008).



**Figure 4.41:** Part of the telegraph line (Image: ARCHAEO 2008).





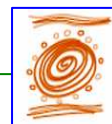
<b>SITE NAME</b>	<b>HAS-12 (New) Yulebah</b>
<b>LOCATION</b>	Yulebah
<b>GPS LOCATION</b>	WGS84 55J 0737009 7054020
<b>ENVIRONMENTAL CONTEXT</b>	Yulebah lies on the Warrego Highway 60km east of Roma
<b>SITE DESCRIPTION</b>	Yulebah, like Surat, has an affinity with the history of Cobb & Co, and also to the rail line. The town moved to the present location when the rail head was extended to the current site of Yulebah in 1879. The town is planned to a grid and has a very spread out feel to it due to the number of large lots and lots that have not seen development.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• (New) Yulebah;</li> <li>• Yulebah Main Street; and</li> <li>• Yulebah Store.</li> </ul>



**Figure 4.42:** Yulebah main street (Image: ARCHAEO 2008).



**Figure 4.43.** Yulebah post office and butcher (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-13 Wallumbilla Heritage Precinct</b>
<b>LOCATION</b>	Wallumbilla
<b>GPS LOCATION</b>	WGS84 55J 0717732 7057444
<b>ENVIRONMENTAL CONTEXT</b>	Wallumbilla lies on the Warrego Highway, 40km east of Roma
<b>HERITAGE CHARACTER</b>	Wallumbilla, like Yulebah, is laid out in an open grid pattern, whose southern areas are dominated by the massive grain shed and the large Federal Hotel. The northern section of town is very similar to other towns in the area except for the number of fine Queenslander style houses it possesses. Wallumbilla has a strong affinity with the history of the rail line and grain shed with the town museum forming a centre piece of the celebration of this history.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• Queen's Theatre;</li> <li>• Wallumbilla Grain Shed x2;</li> <li>• Wallumbilla Station;</li> <li>• Wallumbilla Post Office; and</li> <li>• Harland's Store.</li> </ul>



**Figure 4.44:** Wallumbilla grain shed with the museum beneath its overhang (Image: ARCHAEO 2008).



**Figure 4.45:** Federal Hotel, Wallumbilla (Image: ARCHAEO 2008).



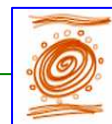
<b>SITE NAME</b>	<b>HAS-14 Wallumbilla Timber Homesteads</b>
<b>LOCATION</b>	2.5-3.25 km North of Wallumbilla
<b>GPS LOCATION</b>	WGS84 55J 0718114 7060204 Southern Homestead WGS84 55J 0718187 7060800 Northern Homestead WGS84 55J 0718217 7060885 Workers' Quarters
<b>ENVIRONMENTAL CONTEXT</b>	The structures are located within grassed and fenced small lots with native and non-native plantings.
<b>SITE DESCRIPTION</b>	The southern homestead may not be associated with the northern homestead and workers' quarters, although it displays many of the same characteristics as the other three buildings. The northern group consists of the main homestead and two workers' quarters buildings to the north. All four buildings are of timber frame and board construction with a corrugated iron roof. All are unpainted and in various states of disrepair, with the workers' quarters in the poorest condition and the southern homestead the best. The southern homestead has had some recent repair works done which includes a new roof and steel stumps.
<b>PREVIOUS IMPACTS</b>	The lack of maintenance and repairs have left all four buildings in a poor state of repair.
<b>GROUND SURFACE VISIBILITY</b>	10%



**Figure 4.46:** The southern homestead which is better maintained than the northern homestead (Image: ARCHAEO 2008).



**Figure 4.47:** The workers' quarters north of the northern homestead (Image: ARCHAEO 2008).



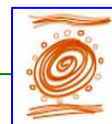
<b>SITE NAME</b>	<b>HAS-15 Gallipoli Hill Sand Mine</b>
<b>LOCATION</b>	Approximately 4.75km south-south west of Injune.
<b>GPS LOCATION</b>	WGS84 55J 0654496 7136545
<b>ENVIRONMENTAL CONTEXT</b>	Gallipoli Hill is located at the juncture of the Carnarvon Hwy and Kooragan Rd. The site is mostly covered with low grass with scattered gums and sandstone boulders.
<b>SITE DESCRIPTION</b>	The site consists of a steep eastern face to the hill with the other faces sloping away more gently. There is evidence of large scale sand mining right across the eastern, northern and western sections of the hill. Unwanted sandstone boulders have been piled on various parts of the hill. There is a large amount of discarded farm machinery, refuse and stumps of removed buildings on the east face of the hill.
<b>PREVIOUS IMPACTS</b>	Since mining finished, the site has seen use as farmland and as a dump for farm equipment and rubbish. An older building has been removed and a small shed now sits close to the east face of the hill.
<b>GROUND SURFACE VISIBILITY</b>	25-100%



**Figure 4.48:** Gallipoli Hill as seen from the Carnarvon Hwy. Note the exposed sandstone in the old diggings on the western face (Image: ARCHAEO 2008).



**Figure 4.49:** Old diggings on the north face of Gallipoli Hill (Image: ARCHAEO 2008).



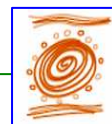
<b>SITE NAME</b>	<b>HAS-16 Vertical Board Homestead</b>
<b>LOCATION</b>	East of both the Carnarvon Hwy and the Roma/Injune Railway.
<b>GPS LOCATION</b>	WGS84 55J 665769 7138669
<b>ENVIRONMENTAL CONTEXT</b>	Located within a cleared paddock south of Injune.
<b>SITE DESCRIPTION</b>	The site consists of a main building which is of an external frame and vertical weatherboard construction with a corrugated iron roof. The building's roof and veranda are collapsing and have exposed the interior to the elements. There is a large amount of house hold waste scattered within and around the building. There is also a fibro workers quarters, wooden meat locker and outhouse and several more modern sheds associated with the complex. There are used and disused water tanks to the rear of the complex.
<b>PREVIOUS IMPACTS</b>	The lack of maintenance of the site has allowed the main building to become dilapidated and it is in a state of imminent collapse. Other buildings in the complex are deteriorating, but to a lesser extent.
<b>GROUND SURFACE VISIBILITY</b>	100%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	Site access will be required. It is possible the building may have been associated with the Roma/Injune railway in some way.



**Figure 4.50:** View of the main homestead (Image: ARCHAEO 2008).



**Figure 4.51:** View of part of the larger complex (Image: ARCHAEO 2008).





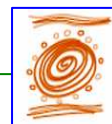
<b>SITE NAME</b>	<b>HAS-17 Autumn Vale Homestead</b>
<b>LOCATION</b>	11.75km west of Injune on the south side of the Injune-Taroom Road.
<b>GPS LOCATION</b>	WGS84 55J 0668712 7139844
<b>ENVIRONMENTAL CONTEXT</b>	Located in a cleared paddock north of the new homestead.
<b>SITE DESCRIPTION</b>	The site consists of a main building which is of an external frame and vertical weatherboard construction with a corrugated iron roof, similar to that of site L-79. [what is this] The Autumn Vale site is in a similar condition and appears to still see some usage for storage.
<b>PREVIOUS IMPACTS</b>	Unknown.
<b>GROUND SURFACE VISIBILITY</b>	Unknown
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This site was only viewed from the road and site access will be required for more detailed information.



**Figure 4.52:** Old Autumn Vale Homestead as seen from the Injune-Taroom Rd (Image: ARCHAEO 2008).



**Figure 4.53:** Old Autumn Vale Homestead as seen from the Injune-Taroom Rd (Image: ARCHAEO 2008).



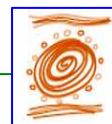
<b>SITE NAME</b>	<b>HAS-18 Injune Heritage Precinct</b>
<b>LOCATION</b>	Injune
<b>GPS LOCATION</b>	WGS84 0656960 7140756
<b>ENVIRONMENTAL CONTEXT</b>	Injune lies on the Carnarvon Highway, 80km north of Roma
<b>SITE DESCRIPTION</b>	Injune's character is defined by its more run down appearance [Do you really want to say this?]. There are several older buildings within the town that are in a very poor state of repair. When combined with the open plan of the town and the obvious disuse of several businesses on Main Street, the town can feel deserted at times. Injune has a strong affinity with its history, as the rail head for the Roma-Injune line and the Carnarvon Gorge area to the north. Injune, like many other of the towns in the area, has many small older homes that add to the general heritage character of the residential areas of the town.
<b>SITES WITHIN PRECINCT</b>	<ul style="list-style-type: none"> <li>• Injune Cemetery;</li> <li>• Old Injune Taroom Road Bridge;</li> <li>• Flying Feathers Grandstand;</li> <li>• Injune Catholic Church;</li> <li>• Racetrack Canteen;</li> <li>• Injune Hotel;</li> <li>• Old Shop;</li> <li>• Old Queensland National Bank; and</li> <li>• C17 Locomotive.</li> </ul>



**Figure 4.54:** Old Queensland National Bank (Image: ARCHAEO 2008).



**Figure 4.55:** Injune Hotel (Image: ARCHAEO 2008).





<b>SITE NAME</b>	<b>HAS-19 Moonah Telegraph Line</b>
<b>LOCATION</b>	Within the SANTOS Fairview Field, along The Basin Road from Moonah Station entrance to 1.5km south-south west
<b>GPS LOCATION</b>	WGS84 55J From 0692452 7146166 to 0692023 7144799
<b>ENVIRONMENTAL CONTEXT</b>	The telegraph line lies within paddocks north of Spring Creek and within cypress woods south of Spring Creek.
<b>SITE DESCRIPTION</b>	The poles are made of cypress with porcelain insulators and are spread approximately 50m apart. Several poles in the line are missing and others have fallen over time. Altogether there are fifteen poles
<b>PREVIOUS IMPACTS</b>	Some poles have fallen over time and The Basin Road cuts the line at the south end.
<b>GROUND SURFACE VISIBILITY</b>	75%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This site lies within the SANTOS Fairview/Springwater area along a road of high traffic use. All staff should be made aware of the line and instructed to avoid it.



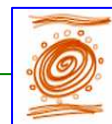
**Figure 4.56:** The first post outside of Moonah Station (Image: ARCHAEO 2008).



**Figure 4.57:** The last post before the line is cut by The Basin Rd (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-20 Bonnie Doon Homestead</b>
<b>LOCATION</b>	13.75km south-south east of Campo Santo
<b>GPS LOCATION</b>	WGS84 55J 0692833 7151827
<b>ENVIRONMENTAL CONTEXT</b>	Bonnie Doon Homestead lies within a grassed paddock with several large gums near the buildings. The site lies beneath a sandstone escarpment and overlooks Hutton Creek.
<b>SITE DESCRIPTION</b>	The site consists of the stumps, front stairs and rear room of the now removed Bonnie Doon Homestead. There are remains of fencing, gardens, chicken sheds and other farm detritus spread about the area. South of the homestead is a collapsed shed that appears to contain an electric generator and other farm equipment. There have been extensive diggings undertaken at the rear of the shed which have caused damage to the shed and also exposed various artefacts. It appears that many other artefacts were removed. South from the damaged shed is a cattle pen and associated shed, each of which is in a reasonable state of repair. The machinery shed, located south east of the homestead, houses a dinghy and an old and dilapidated dray.
<b>PREVIOUS IMPACTS</b>	The site has been relatively undisturbed until recently when destructive diggings were undertaken at the rear of the shed nearest the homestead. Much of the structure at the rear was damaged and it appears that artefacts were taken and those not wanted piled next to the diggings.
<b>GROUND SURFACE VISIBILITY</b>	10%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This site lies within the SANTOS Fairview/Springwater area. Staff should report anyone seen on the site.





**Figure 4.58:** The remains of Bonnie Doon Homestead as seen from north. The other buildings are behind and to the left of the main building. Note the water tanks, 2 of the total of 5 present on the site (Image: ARCHAEO 2008).



**Figure 4.59:** The destructive diggings at the rear of the generator shed (Image: ARCHAEO 2008).

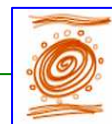


**Figure 4.60:** The pile of unwanted artefacts near the collapsed generator shed (Image: ARCHAEO 2008).



**Figure 4.61:** The remains of the dray within the machinery shed (Image: ARCHAEO 2008).

<b>SITE NAME</b>	<b>HAS-21 Westgrove Homestead</b>
<b>LOCATION</b>	Approximately 30km north-north west of Injune
<b>GPS LOCATION</b>	WGS84 55J 0648755 7169837
<b>ENVIRONMENTAL CONTEXT</b>	Westgrove Homestead lies within a cleared paddock area within the Westgrove State Cypress Forrest.
<b>SITE DESCRIPTION</b>	The site consists of a main homestead building of timber frame and board construction with a corrugated iron roof. The building has a covered walkway to the old kitchen building which is now used as bedrooms. Part of the roof of the main building has been replaced due to recent storm damage and the building is in an average state, having not seen maintenance for some time. The building is similar to the type of homestead built in the New England period in the mid-nineteenth century. The old gardens have also largely died off due to drought and lack of maintenance. Three workers' quarters (two unused), a shed and an old collapsed shed form part of the complex, which also has a large amount of disused farm equipment strewn about.
<b>PREVIOUS IMPACTS</b>	The site has been continually inhabited since its construction in 1852 by William Hutton. The site has seen modification and new construction over time, with elements from various periods combined.
<b>GROUND SURFACE VISIBILITY</b>	25-100%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	The complex consists of: <ul style="list-style-type: none"> <li>• Pinetree House;</li> <li>• Meat Locker and Shed;</li> <li>• Homestead;</li> <li>• Almond House;</li> <li>• Ruined Shed; and</li> <li>• Ringers' Quarters.</li> </ul>







**Figure 4.62:** Rear of the main building showing the covered walkway to the old kitchens (Image: ARCHAEO 2008).



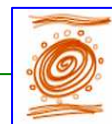
**Figure 4.63:** Front of the main building (Image: ARCHAEO 2008).



**Figure 4.64:** Abandoned workers' quarters (Image: ARCHAEO 2008).



**Figure 4.65:** Shed and disused meat locker (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-22 Survey Tree</b>
<b>LOCATION</b>	The survey scar tree is located south of Jambin, adjacent to the Burnett Highway, which aligns on a north-south axis. The tree is located in tall grass, set back from the highway by approximately ten metres.
<b>GPS LOCATION</b>	56J 0237826 7311957
<b>ENVIRONMENTAL CONTEXT</b>	The surrounding topography is flat to gently undulating and the country has been mostly cleared for pastoral purposes. Some regrowth of tree species is evident, punctuating the thick tall grass. However, no mature trees are located within the immediate vicinity.
<b>SITE DESCRIPTION</b>	The scarred survey tree or stump is approximately 3.5 metres tall and ranges from sixty to seventy centimetres in diameter. The survey scar is fifty centimetres wide and the weathered surface is of an arched shape, facing west to the road. Steel axe marks are visible to the edges of the scar and to the lettering, which includes a surveyor's arrow surmounting an <b>MR</b> , with a <b>3</b> below.
<b>PREVIOUS IMPACTS</b>	The tree has been truncated from its original height, with only the stump featuring the scar remaining. The now dead tree has been subject to fire damage, the face of the scar has been painted white, termite damage and nails were observed and a cactus is currently growing in the top of the stump.
<b>GROUND SURFACE VISIBILITY</b>	Poor 1-25% - long thick grass.



**Figure 4.66:** S-3 Survey Scar Tree (Image: ARCHAEO 2008).



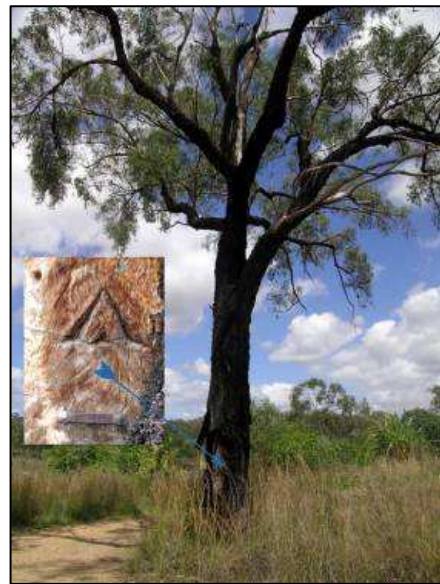
**Figure 4.67:** S-3 Survey Scar Tree (Image: ARCHAEO 2008).



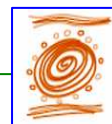
<b>SITE NAME</b>	<b>HAS-23 Survey Tree</b>
<b>LOCATION</b>	The Narrows, north east of Mount Larcom
<b>GPS LOCATION</b>	WGS84 56K 296383 7365212
<b>ENVIRONMENTAL CONTEXT</b>	Only a few mature trees remain along the road corridor and in neighbouring properties, although the corridor contains regrowth of native species such as eucalypts.
<b>SITE DESCRIPTION</b>	A large mature ironbark exhibiting a distinct broad arrow survey mark on a weathered scar surface. A later re-use of the survey mark is shown by a brass plaque inscribed with 'BJV 534'. The bark that was sheared from the cut still litters the foot of the tree.
<b>PREVIOUS IMPACTS</b>	The survey tree shows several periods of use and abandonment and fire damage.
<b>GROUND SURFACE VISIBILITY</b>	25%
<b>ADDITIONAL COMMENTS</b>	The survey tree is located approximately 100m north of the pipeline corridor. The mark is in good condition. The tree is still living.



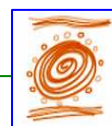
**Figure 4.68:** Survey Tree, looking northwest (Image: ARCHAEO 2008).



**Figure 4.69:** Survey Tree detail, looking northwest (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-24 Old Dawson Highway</b>
<b>LOCATION</b>	The Old Dawson Highway is located on a road reserve deviating to the north of the current alignment of the Dawson Highway..
<b>GPS LOCATION</b>	WGS 84 55J 0703622 7275166
<b>ENVIRONMENTAL CONTEXT</b>	The section of the Old Dawson Highway aligns through a hilly area that is densely covered by bushland. Rocky outcrops and steep escarpments also feature across the landscape.
<b>SITE DESCRIPTION</b>	<p>The historical route of the Old Dawson Highway is currently visible as a single lane, unsealed stretch of road that winds its way through the hills adjacent to the current Dawson Highway. This section of road deviates to the north of the current sealed Dawson Highway.</p> <p>This stretch of the Dawson Highway was constructed in the 1930s by the Main Roads Commission. Gully and invert crossings were of a typical detail which featured rock fill, mesh reinforcement and stone pitched aprons.</p> <p>A marked survey tree is set back approximately three metres from the side of the road and features a clear axe cut survey scar approximately one metre from the ground. The scar is 60 centimetres high by 30 centimetres wide with the numbers '43', surmounted by a 'Z' and an 'L'. This lettering may have been a later addition.</p> <p>Two fallen telegraph pole were observed in the vicinity of the Old Dawson Road, which retains metal fittings, wires, nails, a nearby vitrified ceramic insulator and metal axe marks. The 1932 working plans for the road indicate the location of the telegraph line, and it is expected that further posts remain in the locations indicated.</p>
<b>PREVIOUS IMPACTS</b>	The road is currently subject to disuse and lack of maintenance. The road has been graded in recent years, although vegetation regrowth has invaded some areas of the alignment.
<b>GROUND SURFACE VISIBILITY</b>	Moderate (26-50%) in the areas on and adjacent to the road alignment, poor (1-25%) everywhere else.
<b>ADDITIONAL COMMENTS</b>	It should also be noted that some of these features may also be contemporary with HAS-25 Camping Reserve and demonstrate the long use of the Dawson Highway as a route for travellers.





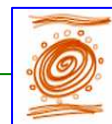
**Figure 4.70:** Location of sites associated with old alignment of the Dawson Highway (in white) including the projected telegraph alignment (in blue), overlaid with a c.1938 Main Roads Commission Map. Note the area is marked as 'Job Site' (Image: Main Roads Commission c1938/ Google/ ARCHAEO 2008).



**Figure 4.71:** Marked survey tree, (Image: ARCHAEO 2008).

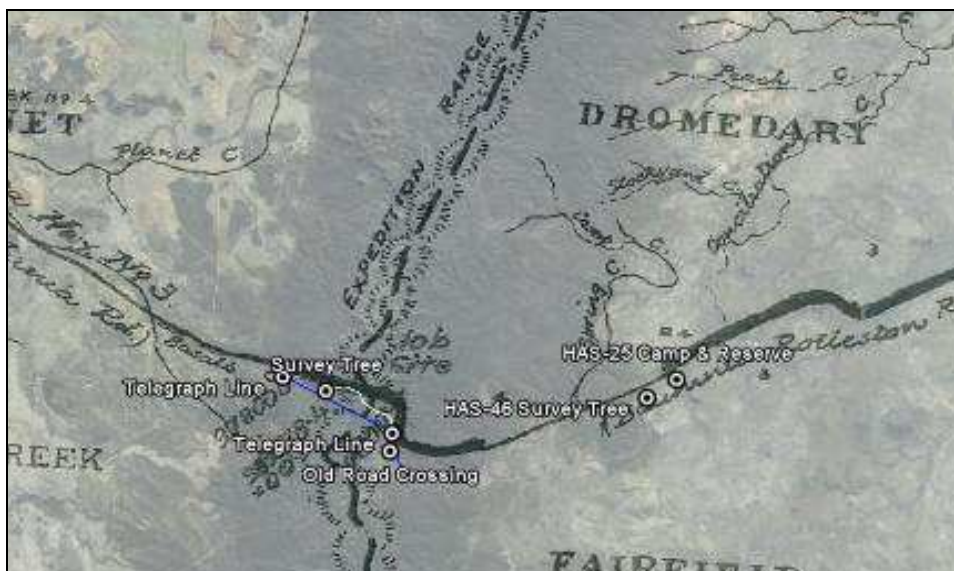


**Figure 4.72:** Causeway over Creek, Old Dawson Highway (Image: ARCHAEO 2008).

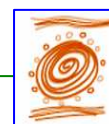




<b>SITE NAME</b>	<b>HAS-25 Camping Reserve</b>
<b>LOCATION</b>	Dawson Highway, west of Moura.
<b>GPS LOCATION</b>	Camp: WGS84 55J 715798 7275031
<b>ENVIRONMENTAL CONTEXT</b>	Set within a gully that features established remnant vegetation. A survey tree is nearby facing the Dawson Highway.
<b>SITE DESCRIPTION</b>	<p>This nominated camp site and reserve is situated adjacent to the Dawson Highway. The site is gated and no evidence of camping was observed, although this was at least partly due to poor GSV.</p> <p>Despite the absence of above ground archaeological evidence for the campsite and reserve, it was noted that evidence of the site is marked on a c.1938 map of the Dawson Highway in the form of 'Camp Creek'. This would suggest this reserve is an early part of the Dawson Highway's association with transportation, and may be datable through recovery of archaeological artefacts discarded by previous travellers. The survey tree is in fair condition, and possibly dates to works around the 1930s (see Figure 4.71)</p>
<b>GROUND SURFACE VISIBILITY</b>	0-25%



**Figure 4.71:** The location of the camp and reserve compared to the Old Dawson Highway alignment (HAS-24) and Survey Tree (HAS-45). Note the demarcation of 'Camp Creek' near the site of the reserve (Image: Main Roads Commission c1938/ Google/ ARCHAEO 2008).

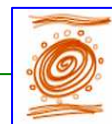




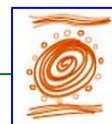
**Figure 4.72:** The location of the camp and reserve (Image: ARCHAEO 2008).



**Figure 4.73:** The location of the camp and reserve (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-26 Rolleston Heritage Precinct</b>
<b>LOCATION</b>	The town of Rolleston is located on the Dawson Highway,
<b>GPS LOCATION</b>	WGS84 55J 0664566 7293507
<b>ENVIRONMENTAL CONTEXT</b>	The topography of the Rolleston town area is predominantly flat. . Vegetation is limited within the town to lawns and a limited variety of introduced planting themes. The landscape surrounding the town is also flat and mostly cleared for pastoral purposes, with some revegetation to the north of the town and along creek lines.
<b>SITE DESCRIPTION</b>	The Rolleston Town character area is defined by the residential, community and commercial buildings, as well as parks that are concentrated at the centre of Rolleston. The town centre of Rolleston is generally subdivided by a combination of low to medium density residential and commercial buildings.  Located within the centre of the town of Rolleston is a granite cenotaph dedicated to Lieutenant George Pearce Serocold (RN 1828-1912). Erected by his daughter Winifred Tennant in 1947, the memorial details the contribution of Lieutenant Serocold, an early settler in the Leichhardt area, who had holdings into the 1950s. Geographical features of note, named after Serocold include, Mount Serocold, Serocold Creek and Serocold Parish.
<b>PREVIOUS IMPACTS</b>	Rolleston presents as a thriving town with a strong expression of community.
<b>GROUND SURFACE VISIBILITY</b>	0-25%
<b>SITES WITHIN THE PRECINCT</b>	Beasley Park; George Peace Serocold Memorial; Church; Cemetery; Relocated Homestead; and Relocated Sawmill.







**Figure 4.74:** Sites located within the Rolleston Heritage Precinct (Image: after Google 2008)



**Figure 4.75:** Relocated slab hut, Beasley Park (Image: ARCHAEO 2008).



**Figure 4.76:** George Peace Serocold Memorial (Image: ARCHAEO 2008).



**Figure 4.77:** Stockmans' Memorial, Beasley Park Precinct. (Image: ARCHAEO 2008).



**Figure 4.78:** Church, Rolleston (Image: ARCHAEO 2008).



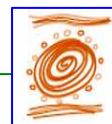
<b>SITE NAME</b>	<b>HAS-27 Timber Telegraph post</b>
<b>LOCATION</b>	Bauhinia's Road, approximately twenty five kilometres east of Emerald
<b>GPS LOCATION</b>	WGS84 55K 0643273 7399789
<b>ENVIRONMENTAL CONTEXT</b>	Open country, cleared for pastoral use.
<b>SITE DESCRIPTION</b>	Aligned along Bauhinia's Rd, approximately twenty five kilometres east of Emerald, these remnant telegraph posts are set within flat open country, cleared for pastoral use. The timber posts are approximately 2.5 metres high and feature ceramic insulators. The telegraph posts align with the fence line that is set back approximately three metres from the unsealed road. Two posts were observed on the eastern side of the road, whilst one larger post was noted on the western side of the road, with wire still attached.
<b>PREVIOUS IMPACTS</b>	Fair condition, although disused
<b>GROUND SURFACE VISIBILITY</b>	26-50%



**Figure 4.79:** Telegraph pole viewed northeast along Bauhinnias Road (Image: ARCHAEO 2008).



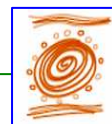
**Figure 4.80:** Telegraph pole with wire viewed east along Bauhinnias Road (Image: ARCHAEO 2008).



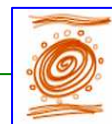
<b>SITE NAME</b>	<b>HAS-28 Timber Telegraph posts</b>
<b>LOCATION</b>	Borthistles Road, approximately thirty kilometres east-south east of Springsure
<b>GPS LOCATION</b>	WGS84 55J 0638187 7320474
<b>ENVIRONMENTAL CONTEXT</b>	Open pastoral land
<b>SITE DESCRIPTION</b>	Located on unsealed Borthistles Road, approximately thirty kilometres east-south east of Springsure, evidence of a former telegraph line was observed, situated within flat open pastoral land. The three metre high timber telegraph poles align with the fence line, set back approximately 25 metres from the road. The poles are in reasonable condition and some retain their insulators.
<b>PREVIOUS IMPACTS</b>	Disuse, lack of maintenance
<b>GROUND SURFACE VISIBILITY</b>	0-25%



**Figure 4.81:** Telegraph pole viewed east along Borthistles Road (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS – 29 Chinaman’s Bay Loading Facilities</b>
<b>LOCATION</b>	This complex is located on the southern edge of Chinamen’s Bay, with components located on the beach and on an area just inland of the dunes.
<b>GPS LOCATION</b>	WGS84 56K 0317858 7368136
<b>ENVIRONMENTAL CONTEXT</b>	The components on the beach (slipway, wharf) are located below the high water mark, the stockyards are just above the high water mark and the rubbish dump/hut site is located inland of the dunes (approximately 15 metres inland of the high water mark) on a relatively level area of land with young, scrubby vegetation.
<b>SITE DESCRIPTION</b>	<p>The site comprises four elements which appear to be linked: loading areas from the Island to the bay and a rubbish dump/hut likely used by people loading on the wharf and slipway.</p> <p>The rubbish dump/hut comprises a scattered dump of old machinery, with one large concentration of rubbish, including corrugated sheeting, galloon drums, fuel containers, milk drums, water tanks, cans, bottles, wheel rims, ceramic sherds (blue &amp; white, white &amp; brown). The concentration of household debris together with the location next to a water source within the Hambleton selection (Monte Cristo Station), suggests that this may have been a former occupation site (ie. a hut to service the nearby slipway, wharf and stockyards).</p> <p>The loading areas comprise stockyards, slipway and wharf remnants. The stockyards comprise the remnants of a timber stockyard with loading ramp. The wharf remains comprise four tall vertical timber stumps with four cross-posts set vertically into the sand on the dunes. There is some remnant wire which use to run between each stump. The slipway remains comprise three horizontal and four vertical timber logs set horizontally into the edge of the bay, each approximately 0.5 metres deep, 1 metre wide and 10 metres long.</p>
<b>PREVIOUS IMPACTS</b>	The wharf, slipway and stockyards survive only as ruins and have been greatly damaged by weathering. The rubbish dump/hut is in poor condition and appears to be used until recently for further rubbish dumping.
<b>GROUND SURFACE VISIBILITY</b>	26-50%







**Figure 4.82:** View of the remnant stockyards (Image: ARCHAEO 2008).



**Figure 4.83:** Slipway remnants (Image: ARCHAEO 2008).

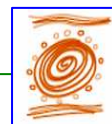


**Figure 4.84:** Bottles and ceramic sherds on the edge of the large concentration of rubbish (Image: ARCHAEO 2008).



**Figure 4.85:** View of the former wharf, looking from Chinaman's Bay (Image: ARCHAEO 2008).

<b>SITE NAME</b>	<b>HAS 30 Curtis Island Industrial Working Site</b>
<b>LOCATION</b>	Inland from the eastern edge of Chinamen's Bay.
<b>GPS LOCATION</b>	WGS84 56K 0318141 7368983
<b>ENVIRONMENTAL CONTEXT</b>	This site is located on a ridge line, inland from the eastern part of Chinamen's Bay, with a creek running along the bottom of the southern ridge to the coast, and stretches down to the coastal mudflats. There is scattered scrubby vegetation, with 0.5m – 1m high grasses. The creek is currently dry.
<b>SITE DESCRIPTION</b>	<p>The site comprises a localised working area. Locals recall both that gold was once worked on Curtis Island in the past and that there was a sawmill in the vicinity of the project area (Pers comm. 2008, Angus McLeod).</p> <p>The site comprises the main area sited prominently on the top of the ridge line, comprising remnant fencing to the western edge in a semi-circular arc, encircling old machinery, water tanks and engine bed footings. To the east of this area, a picket fence crosses the site and separates the enclosed area from an area with lots of scattered and rusted machinery and further storage tanks. There is scattered quartz throughout the site.</p> <p>The slope to the south of the ridge contains scattered artefacts, mainly rusted machinery, and pieces of metal and coiled line. Toward the bottom of the slope is a relatively substantial concrete footing for an engine bed, which once had a timber lean-to (skillion) roof. At the bottom of the slope, east of the creek, is a windmill in quite poor condition.</p> <p>West of the main area, on the coast, are the remnants of a former skillion roofed shed or loading hut, plus scattered coiled wire, machinery parts, bottles and a water tank. This area is heavily deteriorated and overgrown. Directly on the mudflats is a shaped/formed pile of quartz, which is likely part of the former wharf /timber boardwalk which crossed the mudflats and provided access through the mangroves out to deep water. The boardwalk comprises pairs of round timber piers set into the mudflats, with timber beams placed on top as the walking platform.</p>
<b>PREVIOUS IMPACTS</b>	The complex is heavily deteriorated, the artefacts are rusted, the complex is largely overgrown and parts of the boardwalk have washed away.
<b>GROUND SURFACE VISIBILITY</b>	30%







**Figure 4.86:** Artefacts at the industrial site – pen shows scale (Image: ARCHAEO 2008).



**Figure 4.87:** Remnant machinery (Image: ARCHAEO 2008).



**Figure 4.88:** Water tank (Image: ARCHAEO 2008).



**Figure 4.89:** Remnant fencing encircling the site (Image: ARCHAEO 2008).



**Figure 4.90:** Engine shed (Image: ARCHAEO 2008).



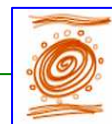
**Figure 4.91:** The remnants of the hut/loading facility (Image: ARCHAEO 2008).



**Figure 4.92:** The boardwalk on the mudflats (Image: ARCHAEO 2008).



**Figure 4.93:** Looking from the mudflats along the boardwalk into the mangroves (Image: ARCHAEO Cultural Heritage Services 2008).



<b>SITE NAME</b>	<b>HAS-31 Wooden Road Bridge</b>
<b>LOCATION</b>	Banana Mungi Road, north of Moura
<b>GPS LOCATION</b>	WGS84 55J 793985 7295292
<b>ENVIRONMENTAL CONTEXT</b>	Crossing Kianga Creek, semi stagnant watercourse.
<b>SITE DESCRIPTION</b>	Constructed with four timber piers, timber beams and boards, and secured with metal bolts, the bridge is an early-to-mid twentieth century example of timber bridge construction. The bridge is in poor to fair condition and no longer suitable for traffic. The surrounding landscape has been cleared, although considerable eucalypt revegetation was observed. A modern concrete crossing has been constructed adjacent to the timber bridge, which is no longer used.
<b>GROUND SURFACE VISIBILITY</b>	25-50%
<b>PREVIOUS IMPACTS</b>	Disuse, lack of maintenance, flood damage



**Figure 4.94:** Wooden road bridge with continuing current road in background (Image: ARCHAEO 2008).



**Figure 4.95:** Wooden road bridge with current concrete bridge in background (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HAS-32 Fisherman's Hut</b>
<b>LOCATION</b>	Curtis Island
<b>GPS LOCATION</b>	WGS84 56K 319257 7368751
<b>ENVIRONMENTAL CONTEXT</b>	Within southern end of project area, on ridge well inland from the coast adjacent to a track with leads from Chinamen's Bay to inland Island area.
<b>SITE DESCRIPTION</b>	<p>This site comprises two huts: one modern enclosed, timber framed A-frame steel and fibro clad cottage, with a low pitch roof and concrete floor; the other an open-ended timber framed and clad shed, separated internally with a half wall resembling a stall, and dirt floors. The latter shed appears to be of early construction, with hand blazed timbers and early wire drawn (early twentieth century) nails.</p> <p>The complex includes a fenced yard to the west of the cottage, water tanks and evidence of some domestic plantings (succulents, bougainvillea and mature mango trees) to the west and south of the cottage. To the east of the modern cottage is what appears to be a cattle dip and associated farm infrastructure.</p> <p>The site appears to be in frequent use by local fishermen.</p>
<b>PREVIOUS IMPACTS</b>	The yards and cattle treatment areas are somewhat overgrown.
<b>GROUND SURFACE VISIBILITY</b>	25-50%



**Figure 4.96:** The Fisherman's Hut complex; the modern A-frame building is to the right and the older shed to the left (Image: ARCHAEO 2008).



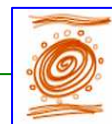
**Figure 4.97:** Hand blazed timbers within the older cottage (Image ARCHAEO 2008).



**Figure 4.98:** The Older cottage with fenced yard and mature mango (Image ARCHAEO 2008).



**Figure 4.99:** The cattle dip behind the modern A-frame building (Image ARCHAEO 2008).



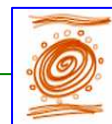
<b>SITE NAME</b>	<b>HAS-45 Survey Tree</b>
<b>LOCATION</b>	The survey scar tree is located adjacent to the current Dawson Highway, south east of Rolleston. The tree is sited approximately ten to fifteen metres from the road.
<b>GPS LOCATION</b>	WGS84 55J 0714737 7274305
<b>ENVIRONMENTAL CONTEXT</b>	The surrounding environment constitutes topography of rolling hills, with a landscape that has been predominantly cleared for pastoral purposes, although revegetation is evident.
<b>SITE DESCRIPTION</b>	<p>The tree into which the survey scar has been cut, is a mature Ghost Gum which appears healthy and in good condition. The east facing survey scar is located approximately one metre from the ground and is approximately fifty centimetres high by twenty centimetres wide. The considerably weathered scar, which appears cracked and chipped, is recessed into twenty centimetres of calloused post growth and suggests a reasonable age. The apparently axe etched lettering of the number <b>8</b> below the letters <b>MR</b>, both surmounted by a surveyors arrow, is still discernable.</p> <p>The survey scar tree is likely part of the surveying and construction of the Dawson Highway.</p>



**Figure 4.100:** Survey Tree (Image: ARCHAEO 2008).



**Figure 4.101:** Detail of Survey Tree (Image: ARCHAEO 2008).





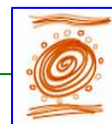
### 4.3.2 Places of Historic Interest

Historical Indicators (HI) discussed in this report are those which do not provide a suitable level of cultural heritage significance in their own right to justify further assessment. They are however, included in this section as they contribute (or potentially contribute) to the broader discussion of historical archaeological places within the Study Area and generally add to the character of the area.

Please note that any sites listed as part of a precinct are discussed in the relevant precincts discussion (Section 4.3.1).

Site	Comment	GPS Co-ordinates (WGS84)		
		Easting	Northing	Zone
HI-01	Fire Service Barracks Ruined	675763	7094476	55J
HI-02	Wool Washpool	673944	7135672	55J
HI-03	Possible Stone Causeway	691594	7143125	55J
HI-04	Roadside Shelter	669239	7161450	55J
HI-05	Red Dam Complex	689263	7176712	55J
HI-06	Modern Survey Tree	261145	7325512	56J
HI-07	Kaluda Park Boiler and Yards	291525	7348609	56J
HI-08	Curtis Island Fence Line	315474	7372209	56K
HI-09	Stockyards and Dam	318584	7368834	56K
HI-10	Stockyards Near Fishing Hut	319490	7368864	56K
HI-11	Rubbish Dump	691696	7144573	55J
HI-12	Injune Cypress Mill	642803	7171185	55J

**Table 4.2:** Historical Indicators (HI) Sites



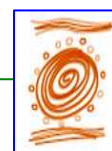
<b>SITE NAME</b>	<b>HI-01 Fire Service Barracks (Ruined)</b>
<b>LOCATION</b>	Gubberamunda State Forrest I, approximately 35km north of Roma.
<b>GPS LOCATION</b>	WGS84 55J 0675763 7094476
<b>ENVIRONMENTAL CONTEXT</b>	The site lies within the centre of a state owned cypress forest.
<b>SITE DESCRIPTION</b>	The area around the buildings has been cleared and used as a general rubbish tip with piles of disused equipment. The four main structures consist of the barracks (collapsed) that still have items such as tea cups and sugar on the table, the workshop with attached generator shed which still contains the generator, the vehicle shed and some type of 10m tall steel training rig.
<b>PREVIOUS IMPACTS</b>	The site has been neglected for some time and shows the dilapidation associated with such neglect.
<b>GROUND SURFACE VISIBILITY</b>	60-100%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	None



**Figure 4.102:** Collapsed barracks building (Image: ARCHAEO 2008).



**Figure 4.103:** Main shed with generator building to the right (Image: ARCHAEO 2008).



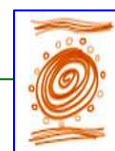
<b>SITE NAME</b>	<b>HI-02 Wool Washpool</b>
<b>LOCATION</b>	Located approximately 17.7km east of Injune and 600m west of the Alinta pipeline on Washpool Road.
<b>GPS LOCATION</b>	WGS84 55J 0673944 7135672
<b>ENVIRONMENTAL CONTEXT</b>	The washpool lies within a mostly cleared paddock to the west of the Alinta pipeline.
<b>SITE DESCRIPTION</b>	The site comprises a double dam complex of a feed dam and smaller washing dam, which were used to wash newly shorn wool. The two dams were once separated by an earthen wall with a concrete pipe connecting them. The wall has been cut through over the pipe, exposing it. Also present on the site are a windmill, water tanks, water troughs and disused fencing.
<b>PREVIOUS IMPACTS</b>	The wall separating the two dams has been cut through in an attempt to make one large dam. The modified use of the site for cattle farming is evident.
<b>GROUND SURFACE VISIBILITY</b>	25%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	Further research with the Injune Historical Society will be required.



**Figure 4.104:** Main dam with washpool to the left (Image: ARCHAEO 2008).



**Figure 4.105:** Derelict farm equipment (Image: ARCHAEO 2008).



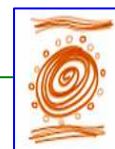
<b>SITE NAME</b>	<b>HI-03 Possible Stone Causeway</b>
<b>LOCATION</b>	Injune-Taroom Road, 900m west of the intersection with The Basin Rd.
<b>GPS LOCATION</b>	WGS84 55J 0691594 7143125
<b>ENVIRONMENTAL CONTEXT</b>	The causeway remnants lie within the section of the perennial watercourse, north of the Injune-Taroom Road within the sandy creek bed. The creek is overhung by cypress.
<b>SITE DESCRIPTION</b>	These broken sandstone remnants appear to be the remains of an EPA recorded site listed as “Stone Causeway” on the Injune Taroom Rd over a small watercourse west of The Basin Rd. The causeway appears to have been destroyed by recent road works.
<b>PREVIOUS IMPACTS</b>	The construction of the new causeway has destroyed the old structure and left only scattered pieces.
<b>GROUND SURFACE VISIBILITY</b>	100%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This is one of several sites that were in the area and appear to have been destroyed by roadwork.



**Figure 4.106:** Possible site of old causeway. Note stone on far bank (Image: ARCHAEO 2008).



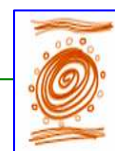
**Figure 4.107:** New causeway with broken sandstone in creek bed (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HI-04 Roadside Shelter</b>
<b>LOCATION</b>	At the junction of Fairview Rd and the Carnarvon Highway
<b>GPS LOCATION</b>	WGS84 55J 0669239 7161450
<b>ENVIRONMENTAL CONTEXT</b>	The site is on cleared and level gravel/sand shaded by several tall gums.
<b>SITE DESCRIPTION</b>	The site consists of an unusual wooden roadside table and chairs within a small open sided shelter made of poles with a bark roof.
<b>PREVIOUS IMPACTS</b>	The site has been neglected for some time and suffered damage from the weather.
<b>GROUND SURFACE VISIBILITY</b>	90%



**Figure 4.108:** Roadside shelter showing damaged roof (Image: ARCHAEO 2008).

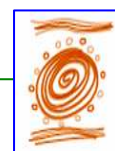




<b>SITE NAME</b>	<b>HI-05 Red Dam Sites</b>
<b>LOCATION</b>	North of the Dawson River at the southern end of the Arcadia Valley, approximately 50km north east of Injune.
<b>GPS LOCATION</b>	WGS84 55J 0691625 7178044 (Red Dam) and 0689265 7176707 (Hut and Yards)
<b>ENVIRONMENTAL CONTEXT</b>	The sites lie within grassed cleared land within the Dawson River valley. The area around the dam has been cleared more heavily than the areas near the hut.
<b>SITE DESCRIPTION</b>	The Red Dam Bore area lies along the Arcadia Valley alternate pipeline routes. The site consists of the bore, windmill and dam. Beyond this site along the old track are a set of stockyards and an old workers' hut, possibly known as Flo Kirckpatrick's Hut. The hut was not positively identified and a further search did not locate any other structures.
<b>PREVIOUS IMPACTS</b>	The area seems to have been largely disused in recent times with some more modern works having been made at the dam. Plastic pipes and a water tank have been added and the windmill disconnected.
<b>GROUND SURFACE VISIBILITY</b>	0-30%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	The Red Dam Bore area consists of sites H-23 to H-27.



**Figure 4.109:** The red dam (Image: ARCHAEO 2008).



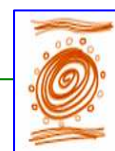




**Figure 4.110:** Red dam bore (Image: ARCHAEO 2008).



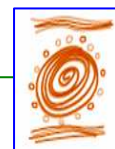
**Figure 4.111:** Flo Kilpatrick's Hut (Image: ARCHAEO 2008).



<b>SITE NAME</b>	<b>HI-06 Modern Survey Tree</b>
<b>LOCATION</b>	Inverness Rd, northeast of Biloela
<b>GPS LOCATION</b>	WGS84 56J 0261 145 7325512
<b>ENVIRONMENTAL CONTEXT</b>	Hilly pastoral landscape with sparse revegetation.
<b>SITE DESCRIPTION</b>	The hollowed Ironbark tree exhibits two clear scars. A triangle close to the ground, surmounted by a arched triangular shape, both facing east and visible from the road when approached from the south. Both scars appear to be created by a saw rather than an axe, with visible striations. The timber removed from both scars is located on the ground adjacent to the tree.
<b>PREVIOUS IMPACTS</b>	The tree has suffered from severe decay prior to its marking, and is in poor condition.
<b>GROUND SURFACE VISIBILITY</b>	0-25%



**Figure 4.112:** The modern survey tree markings (Image: ARCHAEO 2008).



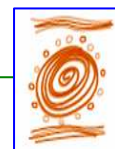
<b>SITE NAME</b>	<b>HI-07 Kaluda Park Boiler and Yards</b>
<b>LOCATION</b>	Kaluda Park
<b>GPS LOCATION</b>	WGS84 56J 291525 7348609
<b>ENVIRONMENTAL CONTEXT</b>	The surrounding landscape features hilly topography and has been cleared for pastoral use.
<b>SITE DESCRIPTION</b>	This former steam boiler is an indication of a possible sawmill or other industry at the site. The boiler is a large cylindrical tank in a rusted condition, featuring bolted joints and set atop timber palettes. Its condition indicates it has been disused for some time. Adjacent to the boiler site, timber stockyards and a windmill are surrounded by mature trees, with Gravel Creek situated further to the south. The feature is located within the study corridor, to the north west of the proposed pipeline alignment.
<b>PREVIOUS IMPACTS</b>	Heavily rusted and disused.
<b>GROUND SURFACE VISIBILITY</b>	0-25%



**Figure 4.113:** Kaluda Park Boiler (Image: ARCHAEO 2008).



**Figure 4.114:** Kaluda Park Yards (Image: ARCHAEO 2008).



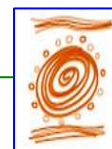
<b>SITE NAME</b>	<b>HI-08 Curtis Island Fence Lines</b>
<b>LOCATION</b>	Curtis Island
<b>GPS LOCATION</b>	WGS84 56K 315474 7372209
<b>ENVIRONMENTAL CONTEXT</b>	Hilly terrain with heavy regrowth across former pastoral land, descending into mud flats along the coast/
<b>SITE DESCRIPTION</b>	<p>Across Curtis Island, numerous fence alignments were noted. Predominantly three bar timber posts, with no wire visible in the northern end of the project area but visible wire and maintained fences in the southern end, these fence post alignments are tangible evidence of the early to mid twentieth century pastoral use of the island and the subsequent need for cleared and fenced land for stock safety.</p> <p>The fence posts were irregular in dimension and condition. Several of the fence alignments defined lot boundaries visible on Cadastral maps, with some aligning across the inter-tidal and mangrove zones, presumably to prevent stock egress onto the unstable mud flats.</p>
<b>PREVIOUS IMPACTS</b>	Disuse
<b>GROUND SURFACE VISIBILITY</b>	25-50%



**Figure 4.115:** Fence line near the pipeline, northern end of Curtis Island project area (Image: ARCHAEO 2008).



**Figure 4.116:** Fence line near the loading yards, southern end of Curtis Island project area (Image: ARCHAEO 2008).



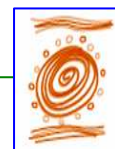
<b>SITE NAME</b>	<b>HI- 09 Stockyards and Dam</b>
<b>LOCATION</b>	On the western side of Chinaman's Bay, adjacent to the mudflats
<b>GPS LOCATION</b>	WGS84 56K 318584 7368834
<b>ENVIRONMENTAL CONTEXT</b>	This site is adjacent to the road/track which runs along the western edge of Curtis Island at the junction with another track which heads west to the inland of Cutis Island. It is located just inland from the mudflats which are fenced.
<b>SITE DESCRIPTION</b>	The site comprises a small dam, which is fenced to keep unwanted stock out and rusted metal loading ramp with steel yards. The yards and ramp are generally in good condition and despite being overgrown with grass, contain new rope indicating that they are maintained.
<b>PREVIOUS IMPACTS</b>	The site is somewhat overgrown with grasses however is still in good condition.
<b>GROUND SURFACE VISIBILITY</b>	35%



**Figure 4.117:** View of the stockyards (Image: ARCHAEO 2008).



**Figure 4.118:** The dam located directly to the east of the stockyards (Image: ARCHAEO 2008).

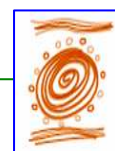




<b>SITE NAME</b>	<b>HI-10 Stockyards (Near Fisherman's Hut)</b>
<b>LOCATION</b>	On the southern end of the project area, on low set, level grounds.
<b>GPS LOCATION</b>	WGS84 56K 319490 7368864
<b>ENVIRONMENTAL CONTEXT</b>	The stockyards are set in an area with 0.5m high grasses, scattered large Eucalypts on dry, heavily eroded land.
<b>SITE DESCRIPTION</b>	These large steel stockyards are located near the Fisherman's hut and are well maintained and obviously still in use.
<b>PREVIOUS IMPACTS</b>	Use as stockyards.
<b>GROUND SURFACE VISIBILITY</b>	35%



**Figure 4.119:** Stockyards, looking south (Image: ARCHAEO 2008).





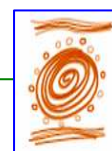
<b>SITE NAME</b>	<b>HI-11 Rubbish Dump</b>
<b>LOCATION</b>	Within the Fairview/Springwater area, approximately 1.75km south west of the Springwater camp.
<b>GPS LOCATION</b>	WGS84 55J 0691696 7144573
<b>ENVIRONMENTAL CONTEXT</b>	The site lies within a deeply eroded gully 25m west of the old Injune-Taroom Road.
<b>SITE DESCRIPTION</b>	The site consists of a 2m deep gully piled full of old farm rubbish directly on a pipeline corridor within the Fairview/Springwater area.
<b>PREVIOUS IMPACTS</b>	The site has seen use for many years and was probably disturbed during the building of the pipeline that it sits near.
<b>GROUND SURFACE VISIBILITY</b>	25%
<b>GROUND INTEGRITY</b>	Not apparent.



**Figure 4.120:** Rubbish in gully (Image: ARCHAEO 2008).



**Figure 4.121:** Wool press above gully (Image: ARCHAEO 2008).



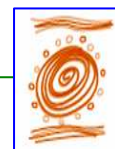
<b>SITE NAME</b>	<b>HI-12 Injune Cypress Mill</b>
<b>LOCATION</b>	North of Westgrove Rd, 6.15km west of the Westgrove Homestead within the Westgrove State Forrest.
<b>GPS LOCATION</b>	WGS84 55J 0642803 7171185
<b>ENVIRONMENTAL CONTEXT</b>	The site lies in a cleared area of the Westgrove state cypress forest on the south bank of Baffle Creek. The area has a mix of scattered gums and cypress.
<b>SITE DESCRIPTION</b>	The old mill site consists of concrete foundations and engine beds, water towers with tanks, building footings and scattered artefacts and dumps.
<b>PREVIOUS IMPACTS</b>	The site has been left to fall apart since it was last used. It is now part of the Westgrove station and is used for cattle grazing.
<b>GROUND SURFACE VISIBILITY</b>	50%
<b>ADDITIONAL COMMENTS AND IMPACT (IF ANY)</b>	This area consists of sites H-10 to H-22.



**Figure 4.122:** Remains of one of the mill buildings (Image: ARCHAEO 2008).



**Figure 4.123:** Excavated concrete engine bed (Image: ARCHAEO 2008).



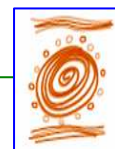
### 4.3.3 Potential Sites

Contextual research, liaison with the EPA and consultation revealed the potential for a large number of sites to exist within the project area. Due to the nature of the targeted field survey, many of these potential sites have yet to be field investigated to determine the extent, if any, of heritage significance they contain. Chapter 9 provides specific recommendations and procedures for investigating and managing these sites.

These sites are those which have not been located, surveyed or assessed, generally because:

- They were outside the Santos' priority areas;
- Site access was unavailable; or
- Did not form part of the targeted field survey strategy.

Phase 2 of Santos' environmental management process shall target any potential sites within the project area.



## 5.0 DATA ANALYSIS

This section analyses the data from the contextual research, heritage register searches and field survey to provide an overall discussion of non-Indigenous cultural heritage potential within the GLNG project area and provide a baseline master list of known heritage sites in the GLNG project area.

### 5.1 Historical Significance

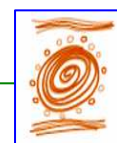
The GLNG project is planned for an area of QLD rich in post-contact history. The project area is located within some of the earliest explored and settled regions of QLD, such as Maranoa, Leichhardt, Southern Burnett and Port Curtis pastoral regions. These regions all contain heritage related to the early exploration and settlement of QLD, and to the later land use activities common to this region, including pastoralism, agriculture, gold mining, transportation of goods and people, and closer settlement.

In addition, the proposed route for the gas transmission pipeline follows the Dawson Highway for much of its route and as such, it follows the original settlement pattern through QLD including transport routes, towns serviced by the transport routes, and early pastoral leases which were served by these towns and transport networks.

### 5.2 Heritage Sites within the project area

The register searches, consultation and field survey revealed over one hundred known and potential sites within the general regions of the GLNG project areas. These are shown in Figures 5.1 to 5.6. Please note: The mapping supplied shows indicative locations of sites listed upon the heritage registers, as registers often provide only indicative location details. Where possible, locations have been ground-truthed. Nonetheless, any impact within these areas will require further assessment in order to establish the exact heritage curtilage of each property.

The following table focuses on those sites within the project area which are of known non-Indigenous cultural heritage value.

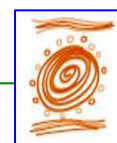


- The GLNG project area is defined as:
  - All CSG field development areas;
  - The gas transmission pipeline (1 km either side of the centreline); and
  - The entire footprint of the LNG and export facility on Curtis Island.
- Items of known heritage potential refers to sites listed on a statutory or non-statutory heritage register, or/and those assessed during fieldwork as having potential historic heritage or archaeological value;
- Historical interest sites are not included in the list as they would not meet the required threshold for listing on a heritage register and are not considered significant in their own right; and
- Potential sites are not included as they have not been assessed by previous studies or by this investigation.

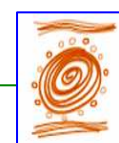
The table below is considered to be the master list of sites within the GLNG project area which will require heritage assessment, impact assessment and management recommendations in the latter sections of this technical report. The master list comprises 45 sites (precincts and individual sites) within the GLNG project area. This list may increase if further fieldwork is undertaken as part of Phase 2 impact assessment studies (post EIS).

**Table 5.1:** Master list of known heritage or archaeological sites (HAS) within the project area. (QHR-Qld Heritage Register, RNE-Register of the National Estate, Local-Local Government Heritage Register, NT-National Trust Register).

Site	Name	Heritage Listed?				Located during Field Survey
		QHR	RNE	LOCAL	NT	
HAS-01	Surat Precinct					✓
HAS-02	Roma Precinct					✓
HAS-03	Old Carnarvon Hwy					✓
HAS-04	Possum Catcher's Cave					✓
HAS-05	Hazel Dean Homestead					✓



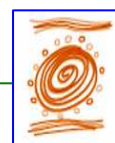
Site	Name	Heritage Listed?				Located during Field Survey
		QHR	RNE	LOCAL	NT	
HAS-06	Old Ulebah Township					✓
HAS-07	Hutton Creek Settlement Site					✓
HAS-08	Corduroy Road			✓		✓
HAS-09	Former Dudarcho Homestead					✓
HAS-10	Injune to Rome Rail Line					✓
HAS-11	Dalby Roma Telegraph Line					✓
HAS-12	(New) Yulebah					✓
HAS-13	Wallumbilla Precinct					✓
HAS-14	Wooden Homestead					✓
HAS-15	Gallipoli Hill Sand Mine					✓
HAS-16	Vertical Board Homestead					✓
HAS-17	Autumn Vale Homestead					✓
HAS-18	Injune Precinct					✓
HAS-19	Moonah Telegraph Line					✓
HAS-20	Bonnie Doon Homestead					✓
HAS-21	Westgrove Homestead					✓
HAS-22	Survey Tree					✓
HAS-23	Survey Tree					✓
HAS-24	Old Dawson Highway Alignment					✓
HAS-25	Camping Reserve					✓
HAS-26	Rolleston Heritage Precinct					✓
HAS-27	Telegraph Line					✓
HAS-28	Telegraph Line					✓
HAS-29	Chinaman's Bay Loading Facilities					✓
HAS-30	Curtis Island Industrial Working Site					✓
HAS-31	Wooden Road Bridge					✓
HAS-32	Fisherman's Hut					✓
HAS-33	Ace Drapers		✓		✓	✓





Site	Name	Heritage Listed?				Located during Field Survey
		QHR	RNE	LOCAL	NT	
HAS-34	Romavilla Winery	✓	✓		✓	✓
HAS-35	Roma War Memorial and Heroes Avenue		✓			✓
HAS-36	Ladbrook's State Butchery	✓	✓		✓	✓
HAS-37	Roma Government Complex	✓	✓			✓
HAS-38	Roma Court House and Police Buildings	✓	✓		✓	✓
HAS-39	Warroo Shire Hall	✓	✓		✓	✓
HAS-40	Astor Theatre	✓	✓		✓	✓
HAS-41	Kilbirnie Homestead	✓		✓	✓	✓
HAS-42	Mount Abundance Homestead	✓				
HAS-43	Hibernian Hall	✓				✓
HAS-44	Nostalgic Queen's Theatre	✓			✓	
HAS-45	Survey Tree					✓

The following figures (Figures 5.1- 5.6 illustrate the location of these sites).



Client




Source: © Commonwealth of Australia (2007) & Qld Department of Mines and Energy (2008)

Project

GLADSTONE LNG PROJECT  
HISTORIC CULTURAL HERITAGE INVESTIGATION

Drawn: LL/CA | Approved: BG | Date: 25-05-2009

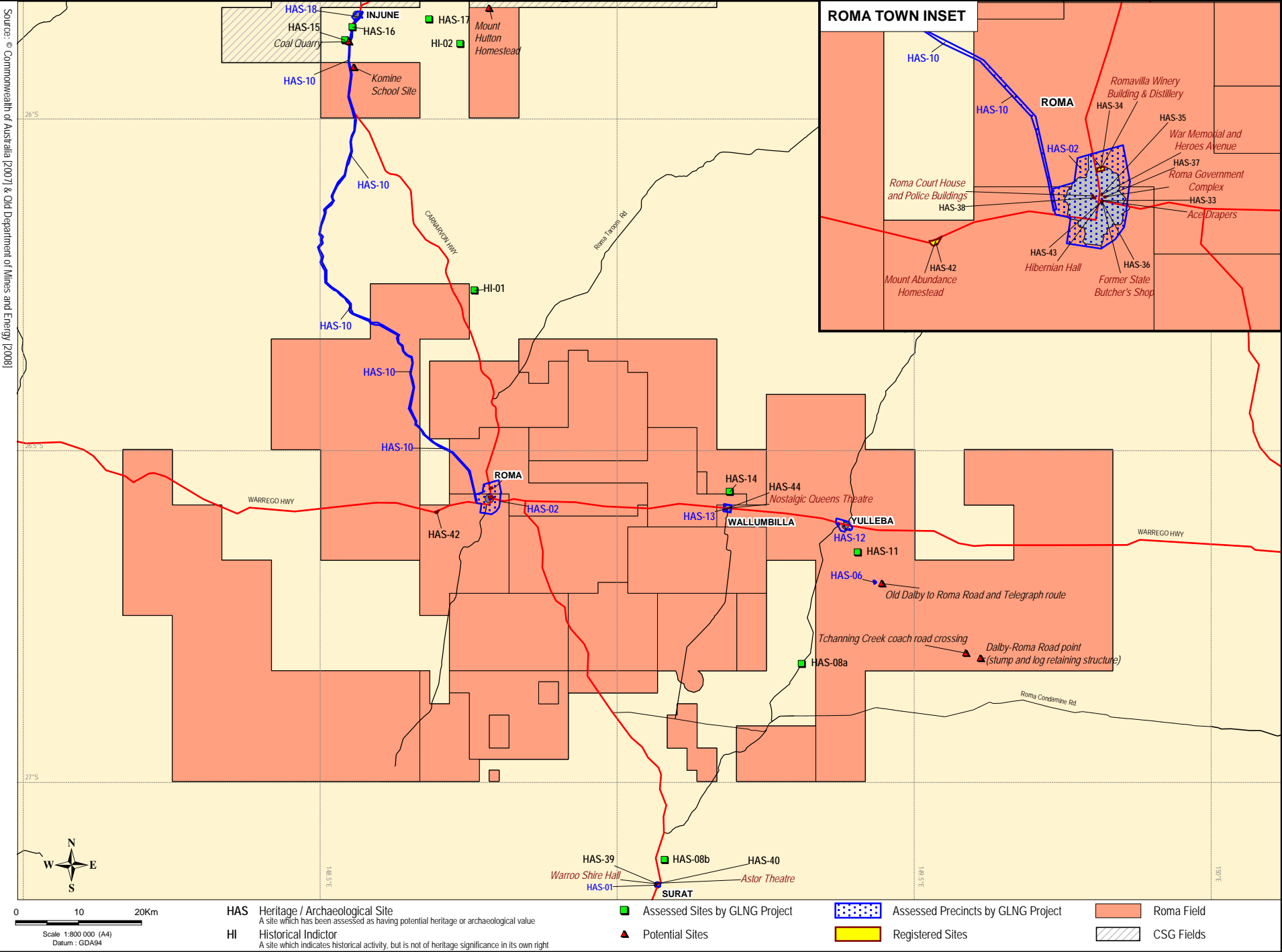
Job No.: 4262 6220 | File No.: 42626220-g-566f.wor

Title

NON INDIGENOUS CULTURAL  
HERITAGE SITES IN THE VICINITY  
OF THE ROMA CSG FIELD

Figure: 5.1

Rev: F | A4



Client



Project

GLADSTONE LNG PROJECT  
HISTORIC CULTURAL HERITAGE INVESTIGATION

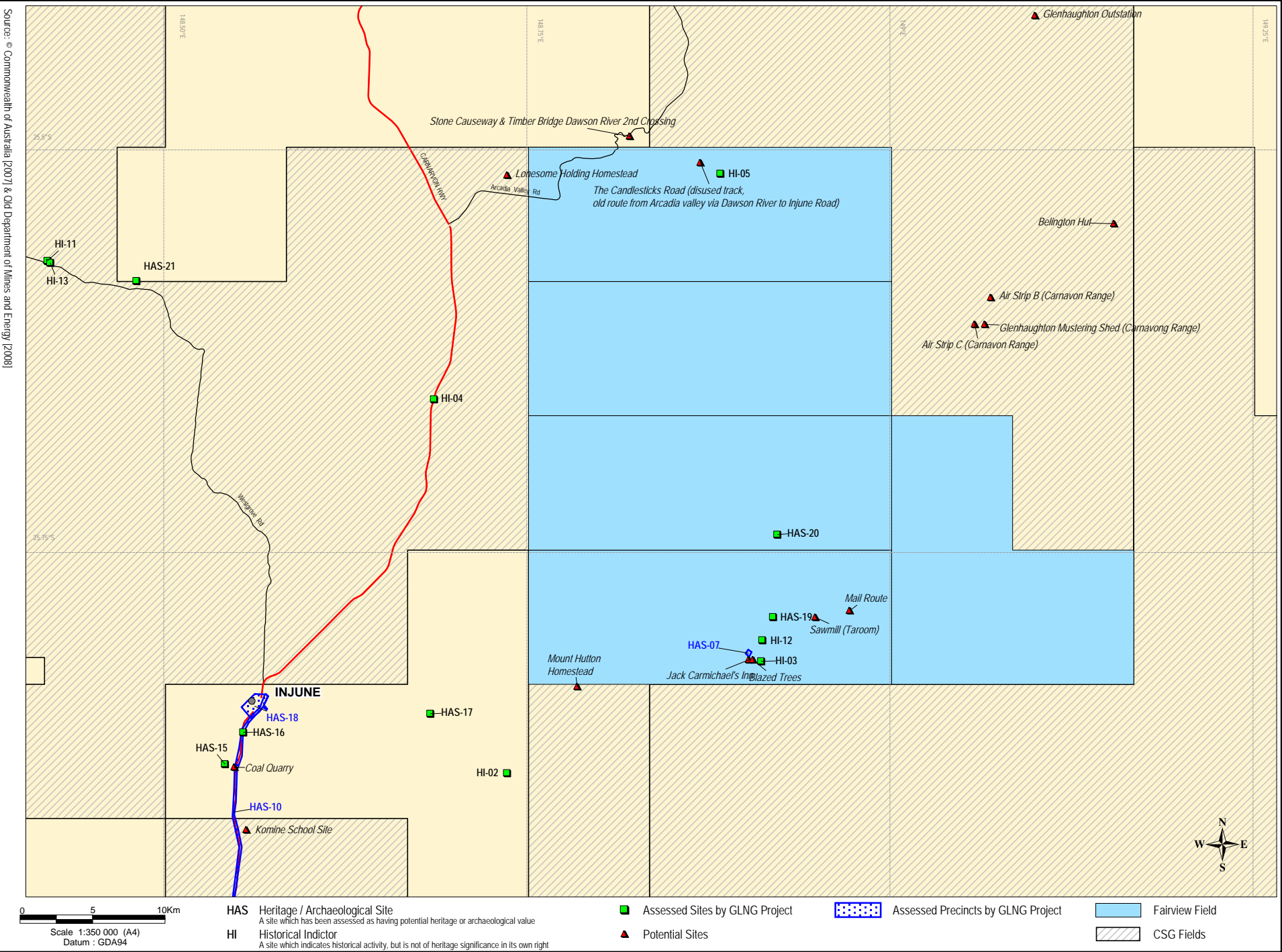
Drawn: LL/LCA | Approved: BG | Date: 28-05-2009  
Job No.: 4262 6220 | File No.: 42626220-g-567-g-wor

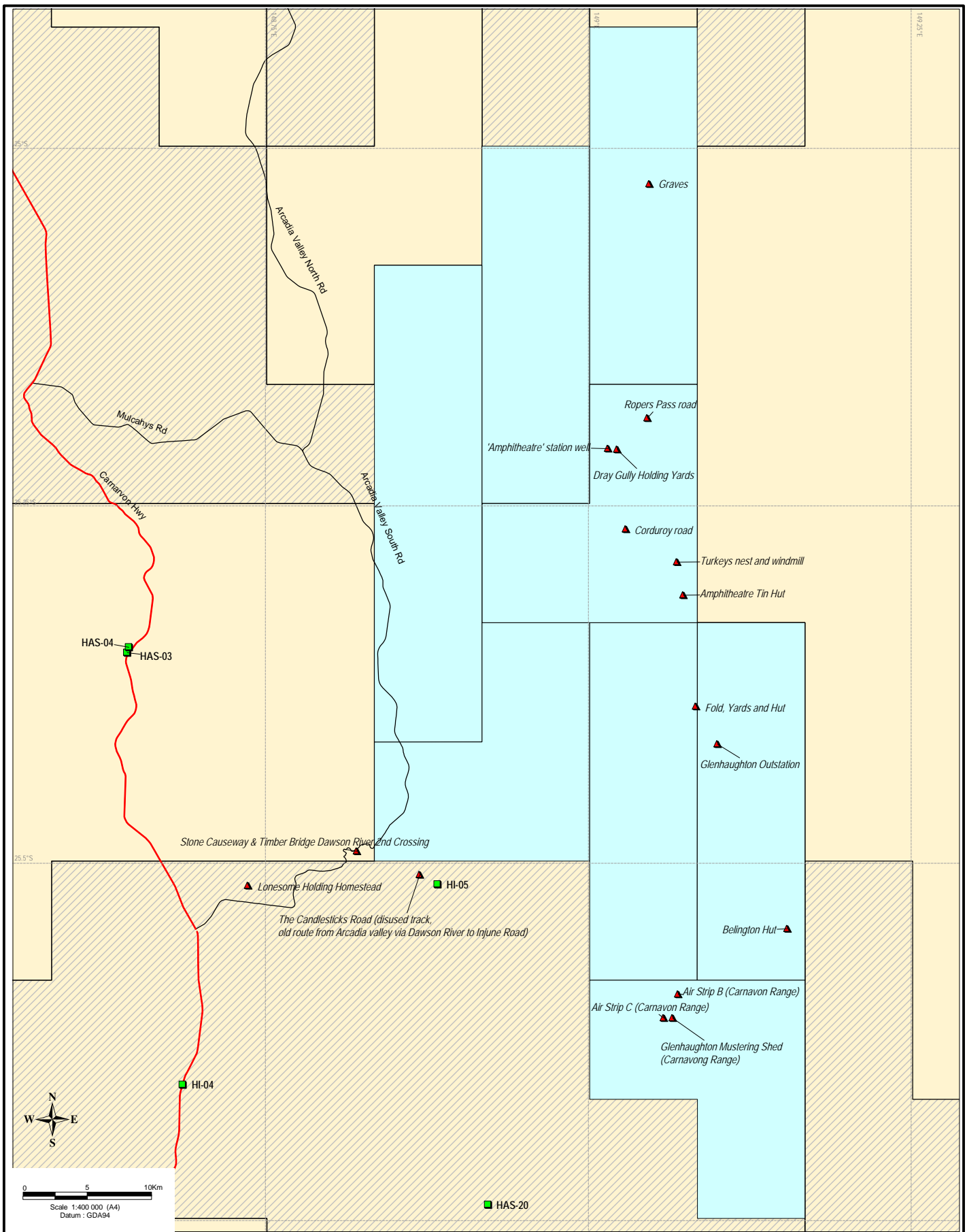
Title

NON INDIGENOUS CULTURAL  
HERITAGE SITES IN THE VICINITY  
OF THE FAIRVIEW CSG FIELD

Figure: 5.2

Rev: G  
A4







**HAS** Heritage / Archaeological Site  
 A site which has been assessed as having potential heritage or archaeological value

**HI** Historical Indicator  
 A site which indicates historical activity, but is not of heritage significance in its own right



■ Assessed Sites by GLNG Project  
 ▲ Potential Sites

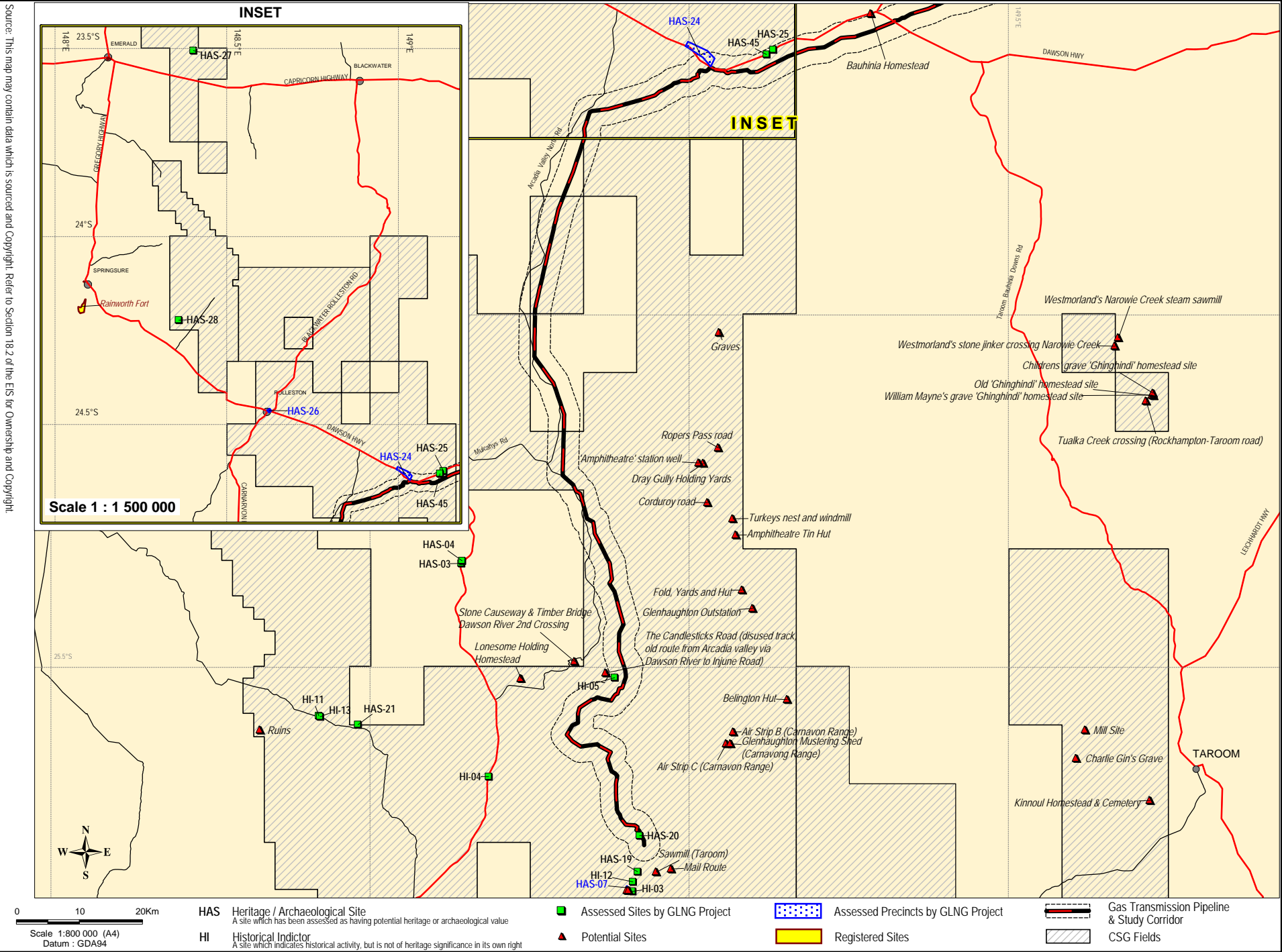
□ Arcadia Valley Field  
 ▨ CSG Fields

Source: © Commonwealth of Australia [2007] & Old Department of Mines and Energy [2008]

Client  	Project <b>GLADSTONE LNG PROJECT          HISTORIC CULTURAL HERITAGE INVESTIGATION</b>		Title <b>NON INDIGENOUS CULTURAL          HERITAGE SITES IN THE VICINITY          OF THE ARCADIA VALLEY CSG FIELD</b>	
	Drawn: LL/CA Job No: <b>4262 6220</b>	Approved: BG File No: 42626220-g-568f.wor	Date: 25-05-2009	Figure: <b>5.3</b>

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 		Client
Drawn: LL/CA    Approved: BG    Date: 28-05-2009 Job No.: 4262 6220    File No.: 42626220-g-569g.wor		Project
Figure: 5.4		GLADSTONE LNG PROJECT HISTORIC CULTURAL HERITAGE INVESTIGATION OF THE PIPELINE WESTERN SECTION
Rev: G A4		Source: This map may contain data which is sourced and Copyright. Refer to Section 18.2 of the EIS for Ownership and Copyright.



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Project

GLADSTONE LNG PROJECT  
HISTORIC CULTURAL HERITAGE INVESTIGATION

Drawn: LL/CA    Approved: BG    Date: 25-05-2009

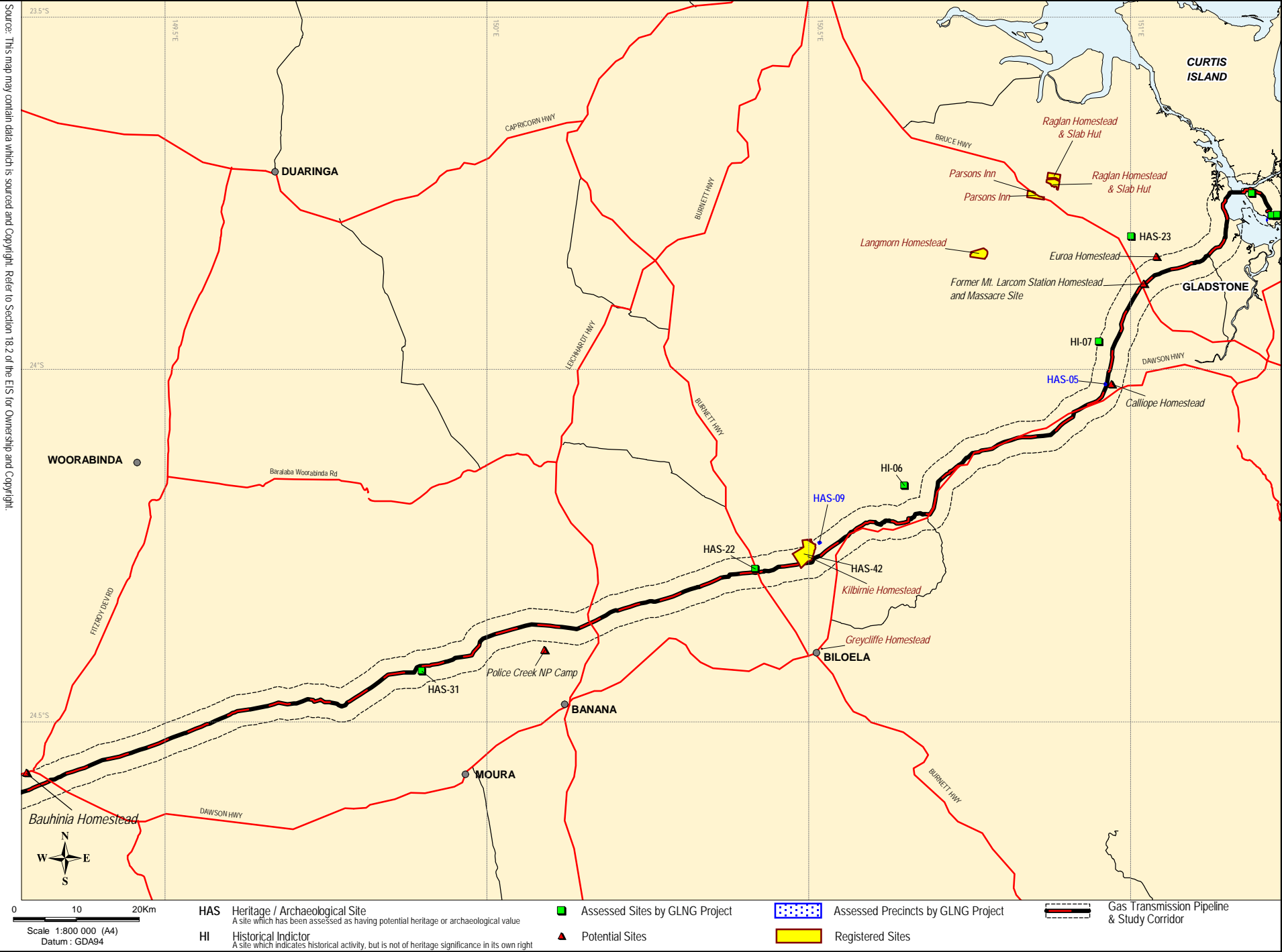
Job No.: 4262 6220    File No.: 42626220-g-5699g.wor

Title

NON INDIGENOUS CULTURAL  
HERITAGE SITES IN THE VICINITY  
OF THE PIPELINE EASTERN SECTION

Figure: 5.5

Rev: G  
A4







**HAS** Heritage / Archaeological Site  
A site which has been assessed as having potential heritage or archaeological value

**HI** Historical Indicator  
A site which indicates historical activity, but is not of heritage significance in its own right

■ Assessed Sites by GLNG Project

▲ Potential Sites

▨ Proposed LNG Facility Site

▨ Assessed Precincts by GLNG Project

■ Registered Sites

— Gas Transmission Pipeline & Study Corridor

Source: This map may contain data which is sourced and Copyright. Refer to Section 18.2 of the EIS for Ownership and Copyright.

Client 	Project <b>GLADSTONE LNG PROJECT HISTORIC CULTURAL HERITAGE INVESTIGATION</b>	Title <b>NON INDIGENOUS CULTURAL HERITAGE SITES IN THE VICINITY OF THE PROPOSED LNG FACILITY</b>	
	Drawn: LL/CA    Approved: BG    Date: 25-05-2009 Job No: <b>4262 6220</b> File No: 42626220-g-570.wor	Figure: <b>5.6</b>	Rev:G <b>A4</b>

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## 6.0 CULTURAL HERITAGE SIGNIFICANCE ASSESSMENT

### 6.1 Preamble

Cultural heritage significance relates to people's perspective of place and sense of value, within the context of history, environment, aesthetics and social organisation. Historic sites of cultural heritage significance are attributed an individual significance rating in this chapter, in accordance with the significance criteria contained in the *Queensland Heritage Act, 1992* (QLD Heritage Act) and outlined below.

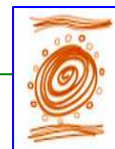
The places of historic interest located during the survey are not assessed for significance as these places do not contain enough value to warrant further assessment. The places of historic interest do nevertheless provide an insight into the settlement and tourism history of the region and therefore guide the discussions relating to the historic value of the landscape within the Study Area.

Any discussion of cultural heritage significance requires an understanding of the legislation which may or may not impact upon the site under review. National, State and local legislation is discussed in the following chapter.

### 6.2 Determining Cultural Heritage Significance

A range of standards and criteria are available to assist with determining cultural heritage significance. The assessment contained in this report was prepared in accordance with the principles of the Burra Charter (ICOMOS Australia 1999) and incorporate aspects from the recognised legislative frameworks, such as the *Queensland Heritage Act, 1992* (and subsequent amendments).

As the project area comprises an immense area of land dispersed from Curtis Island in the east to Roma, 500km inland to the west, it is not possible to prepare an assessment of significance for the project area as a whole. Rather, each site, complex or precinct has been assessed for its level of heritage significance.



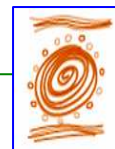
The assessment criteria used for this report are outlined below. If a place meets one or more of these criteria, it contains sufficient value to be entered onto the QLD heritage register (for places of state significance) or on a local government register (for places of local significance).

- Criterion a) - The place is important in demonstrating the evolution or pattern of Queensland's or the local area's history;
- Criterion b)- The place demonstrates rare, uncommon or endangered aspects of Queensland's or the local area's cultural heritage;
- Criterion c) - The place has potential to yield information that will contribute to an understanding of Queensland's or the local area's history;
- Criterion d) - The place is important in demonstrating the principal characteristics of a particular class of cultural places;
- Criterion e) - The place is important because of its aesthetic significance;
- Criterion f) - The place is important in demonstrating a high degree of creative or technical achievement at a particular period;
- Criterion g) - The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons; and/or
- Criterion h) – The place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's or the local area's history.

### 6.3 Determining Archaeological Significance

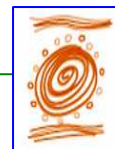
Archaeological significance is defined under Section 60 (h) the QLD Heritage Act as “a place which has the potential to contain an archaeological artefact that is an important source of information about Queensland's history.” Archaeological assessments consider the sites specific ability to provide information about the past (i.e. the site's research potential). Generally, the following framework for consideration is used when assessing archaeological significance as part of Criterion C outlined above (research significance):

- Can the site contribute information that no other source can? (i.e. can it tell us something that we cannot find out from a documentary source, photo or oral recollection?);
- Can the site contribute information that no other archaeological site can? (i.e. how rare is the site's information); and



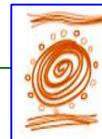
- Can the site contribute to contemporary research questions (i.e. is the information relevant to questions relating to Australia's / QLD's history).

The following table identifies sites as 'archaeological' if they have the potential to trigger to the archaeological provisions of the QLD Heritage Act, i.e. if they have the potential to contain an archaeological artefact that is an important source of information about Queensland's history.

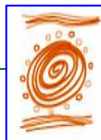


## 6.4 Significance of Individual Sites and Precincts

Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-01	Surat Precinct	x	<p><b>Criterion a</b></p> <p>As a major way station on the Cobb &amp; Co routes through south-central Queensland, Surat has strong historical significance. The remaining Cobb &amp; Co infrastructure and other associated elements of the historic built environment, all combine to provide Surat with a unique historic vista.</p> <p><b>Criterion b</b></p> <p>The combination of Cobb &amp; Co infrastructure, government buildings, corduroy roads and other historic structures make Surat a rare surviving example of a rural communication hub that operated well into the twentieth century.</p> <p><b>Criterion d</b></p> <p>Surat is a good representative example of a rural communication and administrative hub. The combination of remaining Cobb &amp; Co and Local Government infrastructure provides an example of how rural towns once operated.</p> <p><b>Criterion e</b></p> <p>Surat possesses a distinctive town character that is created by the combination of very wide, tree lined streets populated by historic buildings, some of which are of state significance in their own right. The town's proximity to the Condamine River adds to the aesthetic and is one of the primary reasons for the towns location and layout.</p> <p><b>Criterion g</b></p> <p>Surat is socially significant as a centre of trade and communications to local residents</p>	Precinct	State

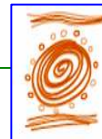


Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			and those from the neighbouring towns.		
HAS-02	Roma Precinct	x	<p><b>Criterion a</b></p> <p>Roma is historically significant as it was one of the first major settlements in Queensland and has been the centre of rural communications, trade and government in the area since the towns founding.</p> <p><b>Criterion b</b></p> <p>Roma is a rare example of a large Queensland town with a remarkably intact main streetscape and large distinctive suburban character precincts.</p> <p><b>Criterion d</b></p> <p>Roma is an excellent representative example of a large rural urban centre within Queensland. The large number of surviving elements of the towns landscape and streetscape form a picture of the towns past that is readily apparent.</p> <p><b>Criterion e</b></p> <p>Roma possesses a unique town aesthetic due to the large number of surviving historic structures and the planned plantings of bottle trees along the main sections of town. The addition of large suburban character precincts lends Roma an enhanced distinctive character that is apparent across large parts of the town.</p>	Precinct	State
HAS-03	Old Carnarvon Hwy Crossing	x	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>The archaeological artefacts relate to the use of stone pitching used for the construction of this road, an increasingly rare site type in Queensland</p> <p>This section of road is an example of the transference of technology from Britain to</p>	Archaeological	State

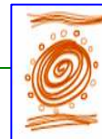




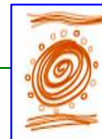
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			Australia – the technique of stone pitching road building technique used during the 19 <sup>th</sup> century in Australia and was based on British methods.		
HAS-04	Possum Catcher's Cave	×	This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history. This cave represents the continuation of use from Indigenous times (rock art within the cave) through to recent European history and is significant as potentially a rare example of a modified cave used by Europeans for hunting, storing and living. Similar caves in NSW are regarded as outstanding archaeological sites of State significance.	Archaeological	State
HAS-05	Hazel Dean Homestead	×	<p><b>Criterion a</b></p> <p>The physical evidence of multiple phases of the development of the site demonstrates the evolution of the site from dairying to pastoral concern; part of the pattern of land use seen across Queensland. It illustrates the pattern of early European settlement of Queensland, where the development of pastoral properties preceded agriculture and the establishment of towns.</p> <p><b>Criterion d</b></p> <p>Hazel Dean demonstrates the principal characteristics of a homestead from the 1890s, comprising a main house extended through time, with associated worker's cottage and other outbuildings, graves and fences, as well as features of interest including a concrete water tank and dance hall.</p> <p><b>Criterion g</b></p> <p>The homestead has a special association with the life and work of six generations of the Farmer family and early dairying in the area. The site played a role in the social network of the local area, hosting community dances from 1898 into the 1950s.</p>	Heritage Site	State



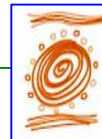
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-06	Old Ulebah Township	✘	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>The site provides the opportunity to study the early development of a rural settlement in south-central Queensland. The movement of the town from its current site around 1880 has left the towns original street plan and remaining artefacts in a readily recognisable state and pattern.</p> <p>Ulebah is an excellent representative example of an early settlement in this part of Queensland, and its largely undisturbed state allows for further research into early settlement in the area.</p>	Archaeological	State
HAS-07	Hutton Creek Settlement Site	✘	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>The Hutton Creek settlement is a rare example of a mail route way station and its associated infrastructure. The archaeological remains of the inn, school and stockyards along with the remaining section of the original Injune-Taroom Rd provide a glimpse into the daily life during the earliest period of settlements in the region.</p> <p>The Hutton Creek settlement has the potential to provide information on the use of mail route way stations and their associated settlements during the early period of settlement in the region. The inn site in particular has a wealth of archaeological material that can provide great detail on the use and operations of one of these mail route way points.</p>	Archaeological	State
HAS-08	Corduroy Road	✓	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of</p>	Archaeological	State



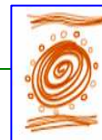
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			<p>information about Queensland's history.</p> <p>Corduroy roads are now extremely rare in Australia and these two sections when combined with the Cobb &amp; Co infrastructure in the surrounding towns form a unique element in the local region.</p> <p>The two section of corduroy road provide an excellent opportunity to study the construction and use of nineteenth and early twentieth century transport and communications infrastructure.</p>		
HAS-09	Former Dudarcho Homestead	×	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>The former Dudarcho Homestead's remnant features and associated illustrate the period of Queensland's history when sheep holdings were attempted and later abandoned.</p> <p>The archaeological features observed at the former Dudarcho Homestead site have the potential to inform about early pastoral pursuits in the area, particularly as an example of a failed sheep property in an area which is dominated by cattle concerns, contributing to an understanding of the evolution of land use across Queensland.</p>	Archaeological	State
HAS-10	Injune to Rome Rail Line	×	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>The Roma-Injune rail line, due to the survival of most of the route untouched since its dismantling, is an important archaeological resource for the local area. Not only are the methods used in constructing and dismantling the line still apparent, but there is also the potential for large archaeological finds at several of the old soldier</p>	Archaeological	State



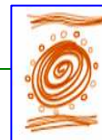
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			<p>settlements along the length of the line, such as that at Yingerbay.</p> <p>The Roma-Injune rail line is an excellent example of a surviving, disused, rail corridor that was central to the settlement and servicing of post-World War I soldier settlements. The large amount of remaining material from the line, including culverts, bridges, embankments, cuttings and coal loading facilities provide a picture of how the line was built, operated and dismantled.</p>		
HAS-11	Dalby-Roma Telegraph Line	x	<p><b>Criterion a</b></p> <p>This former telegraph alignment is associated with the introduction of telecommunications to the central Queensland area along the old Dalby-Roma Rd route. The remnant infrastructure provides the potential for investigations into technology at the time, and for local and regional recording and comparison of typologies of this finite resource.</p>	Heritage Site	Local
HAS-12	(New) Yulebah	x	<p><b>Criterion a</b></p> <p>The town of Yulebah has a strong link to and Cobb &amp; Co operations in the region and to the regions railway history as the town moved to its current location from that of Ulebah following the extension of the rail head to the modern site of Yulebah.</p> <p><b>Criterion e</b></p> <p>Yulebah has a distinct aesthetic provided by wide open streets and several historic buildings. The notable pattern within Yulebah's streetscape is the number of blocks within the original town precinct that have never been built on, creating a town that appears to be very spread out.</p> <p><b>Criterion g</b></p> <p>The town of Yulebah is an important centre for the small local communities nearby and for groups associated with Cobb &amp; Co as the last ever Cobb &amp; Co mail run was</p>	Heritage Site	Local



Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			to Yulebah.		
HAS-13	Wallumbilla Precinct		<p><b>Criterion a</b></p> <p>Wallumbilla has a significant association with the history of the rail line and with the Wallumbilla grain shed. The history of these two elements is intrinsically entwined with the larger history of Wallumbilla as is evidenced by the town's museum being located within the grain shed.</p> <p><b>Criterion e</b></p> <p>Wallumbilla has a distinctive aesthetic that comes from the town's grid pattern and non-centralised business areas. The town's overall flat appearance is cast into stark relief by the imposing size of both the grain shed and the large hotel</p> <p><b>Criterion g</b></p> <p>Wallumbilla is an important town within the local area with many rural industrial and railway heritage groups involved in the museum and other heritage sites within the town.</p>	Precinct	Local
HAS-14	Wooden Homestead	x	<p><b>Criterion a</b></p> <p>The two wooden homesteads north of Wallumbilla and the associated workers' cottages are some of the few links remaining to the early settlement of the lands around Wallumbilla.</p> <p><b>Criterion e</b></p> <p>The distinctive character of the four buildings, which are still in their original setting, provides an insight into the spacing of rural settlements at the time of their construction.</p>	Heritage Site	Local

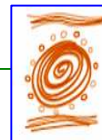


Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-15	Gallipoli Hill Sand Mine	x	<p><b>Criterion a</b></p> <p>Gallipoli Hill has historic ties to the Injune area as the major source for sand in the area's early history. No doubt named by the region's soldier settlers, the mine is an important indicator of the once large ex-soldier population that lived in the area.</p>	Heritage Site	Local
HAS-16	Vertical Board Homestead	x	<p><b>Criterion a</b></p> <p>This homestead is located close to both Injune and the Roma-Injune rail line. The now abandoned homestead and the buildings associated with it provide a clear picture of the development of rural technology and building styles and materials in the area.</p>	Heritage Site	Local
HAS-17	Autumn Vale Homestead	x	<p><b>Criterion a</b></p> <p>This homestead is located along the east-west route between Taroom and Injune. The now abandoned homestead provides a clear picture of the development of rural technology and building styles and materials in the area.</p>	Heritage Site	Local
HAS-18	Injune Precinct	x	<p><b>Criterion a</b></p> <p>Injune has a long history as the gateway to the region, as it was long the terminus of the rail lines in the area. Injune also has a strong link to the missions of the early explorers of the regions, such as Major Mitchell and Ludwig Leichhardt.</p> <p><b>Criterion e</b></p> <p>Injune has a distinctive town aesthetic that revolves around the current and former main streets (Carnarvon Highway and Station Street). The town has undergone both boom and bust periods that are readily apparent in the landscape.</p>	Precinct	Local

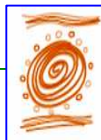




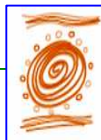
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			<p><b>Criterion g</b></p> <p>Injune has strong associative connections to the explorer Ludwig Leichhardt and was the northern limit of the regions soldier settlements for many years, making it an important centre, not only for those people of Injune but also those who settled and once lived in the settlement areas to its immediate south.</p>		
HAS-19	Moonah Telegraph Line	x	<p><b>Criterion a</b></p> <p>This former telegraph alignment is associated with the introduction of telecommunications to remote properties in the central Queensland area. The remnant infrastructure provides the potential for investigations into technology at the time, and for local and regional recording and comparison of typologies of this finite resource.</p>	Heritage Site	Local
HAS-20	Bonnie Doon Homestead	x	<p>This site has been assessed under the QLD Heritage Act as an archaeological place because potential to contain an archaeological artefact that is an important source of information about Queensland's history.</p> <p>Bonnie Doon Homestead, as an abandoned site, has the potential to reveal the development of isolated homesteads over extended periods of time within the region.</p>	Archaeological	State
HAS-21	Westgrove Homestead	x	<p><b>Criterion a</b></p> <p>Westgrove Homestead, as one of the original settlements in the region, is an important element in the built historic fabric of rural settlements in central Queensland.</p> <p><b>Criterion d</b></p> <p>Westgrove Homestead is a good representative example of the use of existing</p>	Heritage Site	Local



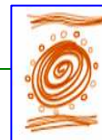
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			<p>designs for homesteads in the New England region of NSW being used as the settlers moved northward. The main building and its associated structures are largely intact and provide a clear picture of the use and functions of the various part of the complex.</p> <p><b>Criterion f</b></p> <p>Westgrove Homestead has technical significance in showing the transferral of existing methods of homestead design and construction from well settled areas to an area that had only recently been opened up.</p>		
HAS-22	Survey Tree	x	<p><b>Criterion a</b></p> <p>This truncated survey tree provides tangible evidence of surveying associated with the construction of the Burnett Highway. The survey mark has been subject to fire damage although it remains clearly visible and still in possible use.</p> <p><b>Criterion d</b></p> <p>This survey tree is representative of the method of marking routes, locations and settlement sites.</p>	Heritage Site	Local
HAS-23	Survey Tree	x	<p><b>Criterion a</b></p> <p>This survey tree is a tangible example of the surveying of roads and associated development within Mt Larcom and The Narrows area.</p> <p><b>Criterion d</b></p> <p>This survey tree is representative of the method of marking routes, locations and settlement sites.</p>	Heritage Site	Local



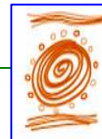
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-24	Old Dawson Highway Alignment	x	<p><b>Criterion a</b></p> <p>This original section of the Old Dawson Highway provides an opportunity to observe the contrast with modern infrastructure and provides tangible evidence of the early road transport conditions and networks that were available to the Bauhinia Shire.</p> <p><b>Criterion c</b></p> <p>The section of former Dawson Highway alignment is a tangible record of early road infrastructure in the Bauhinia Shire including a number of elements that will assist in informing about the surveying, construction and associated telecommunications.</p>	Heritage Site	Local
HAS-25	Camping Reserve	x	<p><b>Criterion a</b></p> <p>This former camping reserve provided a venue for travellers along the transport corridor from Bauhinia to Rolleston that became part of the Dawson Highway in the 1930s. Mapping from this era shows that creeks adjacent to the site had the names of <i>Spring</i> and <i>Camp Creek</i> already established, indicating that the site was possibly in use as a camping ground for some time prior to construction of the highway.</p> <p><b>Criterion c</b></p> <p>The site offers a potential archaeological record associated with transient occupation throughout the twentieth century along the road between Bauhinia and Rolleston.</p>	Heritage Site	Local
HAS-26	Rolleston Heritage Precinct	x	<p><b>Criterion a</b></p> <p>The Rolleston Heritage Precinct, located in the centre of the town of Rolleston, incorporates a number of elements which demonstrate the early formation of the town.</p> <p><b>Criterion e</b></p>	Precinct	Local



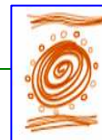
Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			<p>The Rolleston Heritage Precinct contains a number of buildings which, when viewed together, create an aesthetically pleasing visual character which is typified by lowset, vernacular rural character which focuses on the community facilities in the town centre. Its urban design with wide streets and large blocks creates an open urban landscape which is visually pleasing and provides a sense of community.</p> <p><b>Criterion g</b></p> <p>The town retains a sense of community, and sites within the precinct including the relocated slab hut and sawmill, All Saints church and cemetery retain an association with former and current occupants of the town. The stockmen's memorial in Beasley Park illustrates this, remembering the Aboriginal stockmen who worked on local properties.</p>		
HAS-27	Telegraph Line	×	<p><b>Criterion a</b></p> <p>This former telegraph alignment is associated with the introduction of telecommunications to remote properties in the central Queensland area. The remnant infrastructure provides the potential for investigations into technology at the time, and for local and regional recording and comparison of typologies of this finite resource.</p>	Heritage Site	Local
HAS-28	Telegraph Line	×	<p><b>Criterion a</b></p> <p>This former telegraph alignment is associated with the introduction of telecommunications to remote properties in the central Queensland area. The remnant infrastructure provides the potential for investigations into technology at the time, and for local and regional recording and comparison of typologies of this finite resource.</p>	Heritage Site	Local



Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-29	Chinaman's Bay Loading Facilities	x	<p><b>Criterion a</b></p> <p>This site demonstrates the historical use of Curtis Island as a pastoral station and illustrates the practical requirements of transferring stock and other goods between the Island and the mainland.</p> <p><b>Criterion c</b></p> <p>The site has the potential to provide information on how people lived and worked on Curtis Island (analysis of bottles and other machinery), and may also indicate the social status of these people (analysis of ceramics).</p>	Heritage Site	Local
HAS-30	Curtis Island Working Area	x	<p><b>Criterion a</b></p> <p>The industrial site is associated with localised processing of resources on Curtis Island, and the transfer of goods between the mainland and the Island.</p> <p><b>Criterion c</b></p> <p>This site has the potential to reveal information on the success of industrial processing on small offshore islands.</p> <p><b>Criterion d</b></p> <p>This site is representative of industrial processing sites in Queensland, with elements including machinery, engine beds, segregated site areas and loading facilities.</p>	Heritage Site	Local
HAS-31	Wooden Road Bridge	x	<p><b>Criterion a</b></p> <p>This wooden road bridge illustrates developments in transportation around Moura and provides an opportunity to observe the contrast with modern infrastructure.</p> <p><b>Criterion b</b></p>	Heritage Site	Local

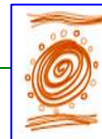


Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
			Few examples of wooden road bridges survive due to on-going upgrades. However this bridge remains in situ, and the road has been diverted around it, aiding its survival		
HAS-32	Fisherman's Hut	✘	<p><b>Criterion a</b></p> <p>The Fisherman's Hut, specifically the older timber hut, demonstrates the transient nature of finishing and the need for temporary accommodation on isolated areas of the Island to support fishing or pastoral staff. The building represents early-mid nineteenth century occupation of Curtis Island and its associated features (cattle dip, yards etc) demonstrate the importance of the pastoral industry in the nineteenth century.</p> <p><b>Criterion g</b></p> <p>The Fisherman's huts are still used as temporary accommodation by fishermen.</p>	Heritage Site	Local
HAS-33	Ace Drapers	✓	Refer Section 3.2.3.1	Heritage Site	State
HAS-34	Romavilla Winery	✓	Refer Section 3.2.3.3	Heritage Site	State
HAS-35	Roma War Memorial and Heroes Avenue	✓	Refer Section 3.2.3.4	Heritage Site	State
HAS-36	Ladbrook's State Butchery	✓	Refer Section 3.2.3.5	Heritage Site	State

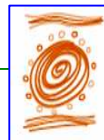




Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS-37	Roma Government Complex	✓	Refer Section 3.2.4.5	Heritage Site	State
HAS-38	Roma Court House and Police Buildings	✓	Refer Section 3.2.4.4	Heritage Site	State
HAS-39	Warroo Shire Hall	✓	Refer Section 3.2.4.6	Heritage Site	State
HAS-40	Astor Theatre	✓	Refer Section 3.2.4.7	Heritage Site	State
HAS-41	Kilbirnie Homestead	✓	Refer Section 3.2.4.1	Heritage Site	State
HAS-42	Mount Abundance Homestead	✓	Refer Section 3.2.3.2	Heritage Site	Local
HAS-43	Hibernian Hall	✓	Refer Section 3.2.3.6	Heritage Site	State
HAS-44	Nostalgic Queen's Theatre	✓	Refer Section 3.2.3.6	Heritage Site	State



Site	Name	Registered?	Significance Assessment (in relation to the criteria outlined in Section 5.2)	Site Type	Level of Significance
HAS_45	Survey Tree	x	<p><b>Criterion a</b></p> <p>This truncated survey tree provides tangible evidence of surveying associated with the construction of the Dawson Highway. The survey mark remains clearly visible and still in possible use.</p>	Heritage Site	Local



## 7.0 HERITAGE OBLIGATIONS

Any discussion of cultural heritage significance requires an understanding of the legislation which may impact upon the site under review. This section outlines the relevant information which may affect sites of cultural heritage significance within the GLNG project area.

### 7.1 National Legislation

#### 7.1.1 EPBC Act

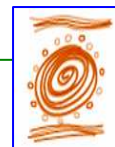
The *Environment Protection and Biodiversity Conservation (EPBC) Act, 1999* is now the key piece of National heritage legislation and is administered by the Commonwealth Department of Environment and Water Resources. The EPBC Act provides a number of statutory and legislative controls, including the National Heritage List and the Commonwealth Heritage List, and applies to places of National heritage value and to those owned or managed by the Commonwealth.

***There are no known of Commonwealth or National heritage significance located within the project area.***

Discussion of this legislation is to advise Santos that this National legislation provides the governing framework that would need to be worked within, should a site of National or Commonwealth significance be identified during the project.

#### 7.1.2 The Australian Heritage Council Act 2003.

This Act superseded the previous *Australian Heritage Commission Act, 1975*. The new act, the *Australian Heritage Council Act, 2003*, provides for the establishment of the Australian Heritage Council, which is the principal advisory group to the Australian Government on heritage matters. This Act also provides for the registration of places considered of National significance on the Register of the National Estate (RNE) or the Australian Heritage Places Inventory (AHPI).



Following amendments to the *Australian Heritage Commission Act, 1975*, the Register of the National Estate (RNE) was frozen on the 19th February 2007, which means that no new places can be added to or removed from the RNE. Nonetheless, the RNE will continue as a Statutory Register until February 2012. During this period the Federal Minister for the Environment, Water, Heritage and the Arts is required to continue considering the Register when making some decisions under the *Environment Protection and Biodiversity Conservation Act, 1999* (EPBC Act). This transition period allows States, Territories, local governments and the Australian Government to complete the task of transferring places to appropriate heritage registers where necessary and to amend legislation that refers to the RNE as a statutory list. From February 2012, all references to the RNE Register will be removed from the EPBC Act and the Australian Heritage Commission Act. The RNE will be maintained after this time on a non-statutory basis as a publicly available archive.

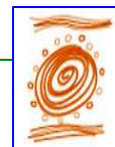
***The sites within the project area which are listed on the RNE are protected under this Act until 2012, by which time it is likely they would have been transferred to another heritage register.***

## 7.2 State Legislation

### 7.2.1 Queensland Heritage Act 1992

The aim of the *Queensland Heritage Act, 1992* is to conserve Queensland's historic heritage. The Act provides for the establishment of the Queensland Heritage Council, for the maintenance of a register of places of significance to Queensland's cultural heritage, known as the Queensland Heritage Register, and aims to regulate development of places registered on the QLD Heritage Register. Under the provisions of the Queensland Heritage Act, any development of a place listed on the Queensland Heritage Register must be done in accordance with the Act.

If the subject site was found to contain values of state significance and was registered on the Queensland Heritage Register, the Act would apply. Under Section 35 (1) of this Act, a place may be entered in the register if it satisfies one or more of the assessment criteria.



In November 2003, the *Queensland Heritage Act 1992* was augmented by the *Queensland Heritage Regulation, 2003*, resulting in development applications for privately owned properties on the Register being assessed in accordance with the requirements of the Integrated Development and Assessment System (IDAS) of the *Integrated Planning Act 1997*.

### **Archaeological Places**

In April 2008, the *Queensland Heritage Act 1992* was again amended. The major changes include the way archaeological items and places of potential significance are dealt with under the Act.

- Under section 60, places may be considered to be ‘archaeological places’ if not registered as a State heritage place and are considered to have **‘potential to contain an archaeological artefact that is an important source of information about Queensland’s history’** (s. 60 (b)). Archaeological places can be entered onto the register if they meet those criteria.
- Section 89 requires a person to advise the Chief Executive Officer of the Environmental Protection Agency of an archaeological artefact that is an important source of information about an aspect of Queensland’s history. This advice must be given as soon as practicable after the person discovers the item.

The recent amendments (01 April 2008) to the *Queensland Heritage Act 1992* are clear in relation to responsibilities surrounding notification and protection of historical archaeological places under Part 9 – Div 1, (88-90). These are outlined below for reference:

#### **88** Definition for div 1

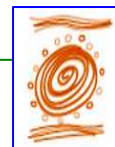
In this division-interfere with includes damage, destroy, disturb, expose or move.

#### **89** Requirement to give notice about discovery of archaeological artefact

(1) A person who discovers a thing the person knows or ought reasonably to know is an archaeological artefact that is an important source of information about an aspect of Queensland’s history must give the chief executive a notice under this section.

Maximum penalty—1000 penalty units.

(2) The notice must—



- (a) be given to the chief executive as soon as practicable after the person discovers the thing;
- (b) state where the thing was discovered; and
- (c) include a description or photographs of the thing.

**90 Offence about interfering with discovery**

(1) This section applies to a thing for which a person has, under section 56, given the chief executive a notice.

(2) A person who knows that the notice has been given must not, without the chief executive's written consent or unless the person has a reasonable excuse, interfere with the thing until at least 20 business days after the giving of the notice.

Maximum penalty—1000 penalty units.

***The sites within the project area which are assessed as archaeological places are subject to these provisions.***

### **Development Approvals**

Development to a registered place, unless it is emergency work or is covered by a General Exemption, requires approval by the Queensland Heritage Council. Approval may be obtained by:

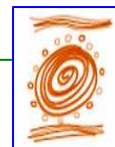
- lodging an application for an exemption certificate; or
- lodging a development application.

All applications for works to places of state significance will be assessed through the Integrated Development Application System.

***The sites within the project area which are listed on the Queensland Heritage Register are subject to these provisions.***

### **Development Exemptions**

The Queensland Heritage Act enables work that has no impact on the cultural heritage significance of a registered place to be approved and undertaken under an exemption certificate.





The work will not require further approval from the Queensland Heritage Council within the IDAS.

There are a great number of development activities that may be covered by exemption certificates. Under the Queensland Heritage Act, these activities are grouped into six categories:

- maintenance work;
- minor repair work;
- other minor work;
- development genuinely required for liturgical purposes;
- development permitted under a heritage agreement; and
- development that would have no impact on the cultural heritage significance of the place.

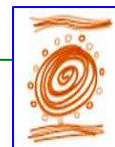
For work to have no impact on the cultural heritage significance of a place it must not attack or impair what is valued about that place. This work may be of a larger scale or scope than minor works because of:

- Where it is (e.g. not involving important fabric or an important part of the site); or
- The way it is detailed; or
- It may also be of a temporary nature.

***The sites within the project area which are listed on the Queensland Heritage Register are subject to these provisions.***

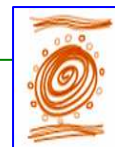
### **7.3 Local Legislation**

Under the 2008 amendment of the Queensland Heritage Act, Section 121 provides for the integration of State and local government assessment and approval processes through the IDAS of the Integrated Planning Act. Under the Integrated Planning Act, the default assessment category of all development is exempt (meaning that a Development Application is not required) unless it has been deemed assessable through:



- Schedule 8 of the Integrated Planning Act which assesses all aspects of development on a local heritage place, other than development mentioned in Schedule 9 which largely concerns itself with development on State owned land; and
- A local government's planning scheme.

***The sites within the project area which are listed on any of the LGA Heritage Schedules are subject to these provisions.***



## 8.0 IMPACT ASSESSMENT

This chapter assesses the potential impact of the proposed GLNG project on the non-indigenous cultural heritage sites within the GLNG project area. To date, the gas transmission pipeline route and construction methods, as well as the design for the Curtis Island LNG facility, are relatively well known. The full development of the CSG field is not yet finalised. Further impact assessment may need to be undertaken as part of the Phase 2 program (post EIS) when development of the CSG field is more precisely determined. As such, the following impact assessment is aimed at providing baseline information from which decisions can be made regarding the design of the project.

The following information describing the GLNG project is taken from the Terms of Reference which have been developed for the project.

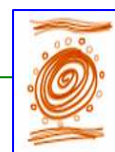
### 8.1 Nature of the Proposed Development

Santos Limited proposes to develop a Liquefied Natural Gas (LNG) export facility at Gladstone in Central Queensland, Australia. The facility will allow Santos to commercialise its Queensland coal seam gas (CSG) resources and export the processed gas (in the form of LNG) to overseas markets. The facility will initially be constructed to produce three to four million tonnes per annum (Mtpa) of LNG, with the potential for future expansion to a nominal ten Mtpa.

The Project will source coal seam gas from Santos' CSG fields around the Comet Ridge and Roma project areas, with gas being transported to the Gladstone LNG (GLNG) facility on Curtis Island via subsurface 425 km gas transmission pipeline. At Curtis Island it will be processed into LNG and then exported.

The Project will consist of the following key components:

- CSG field development;
- Gas transmission pipeline construction; and
- LNG and export facility development.



### **8.1.1 Coal Seam Gas Field Development**

Santos outright, as well as in joint venture, owns and operates a number of existing coal seam gas (CSG) fields in the Fairview, Arcadia Valley and Roma project areas. These fields will be developed and expanded to provide sufficient gas supply to the Gladstone LNG facility. Santos proposes to drill and complete enough development wells to supply approximately 5300 petajoules (PJ) (140 billion m<sup>3</sup>) of CSG to the proposed LNG facility. This will likely equate to approximately 600 development wells prior to 2015 and possibly 1400 or more wells after 2015.

In addition, installation of other operationally related infrastructure will be required including access roads, workers accommodation, water gathering networks, water management facilities, in-field gas gathering networks (to transport gas from the wells to field compression stations), field gas compression stations and pipeline compressor stations.

### **8.1.2 Gas Transmission Pipeline**

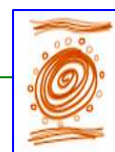
A 425 km long underground gas transmission pipeline corridor will accommodate a pipeline for the delivery of the gas from the CSG fields to the Gladstone LNG facility over the first phase of the Project. The transmission pipeline is anticipated to have a nominal diameter 650–800 mm and an expected operating pressure of approximately 5-15 megapascals.

Initial capacity will ensure 3-4 Mtpa of LNG production at the Gladstone LNG facility, with staged expansions achieved by intermediate boost compression and/or pipeline duplication to achieve the final configuration for a 10 Mtpa LNG production.

The transmission pipeline crossing of Port Curtis to Curtis Island will consider a range of crossing techniques including horizontal directional drilling, laying the pipe on the seabed or in a trench in the seabed, or above water (associated with a proposed bridge joining Curtis Island to the mainland).

### **8.1.3 LNG Liquefaction and Export Facility**

The proposed LNG facility will be located on Curtis Island in the Hamilton Point West area, which is situated approximately 5 km north-east of the City of Gladstone. Access to the site



will be via a bridge linking Curtis Island (Laird Point area) with the mainland (Friend Point area). A new access road is also proposed to be built on the western side of Curtis Island, as well as on the mainland linking the bridge with the existing regional road network.

The LNG facility components may include, but are not limited to:

- inlet separation / filtration / treatment to remove pipeline debris and liquids;
- gas treatment to remove major components within the gas stream that are detrimental to the process of liquefaction of natural gas, including carbon dioxide, water and other contaminants;
- refrigeration and liquefaction facilities;
- LNG storage tank(s);
- marine facilities (including a LNG tanker loading jetty);
- utilities including water, fuel systems, control systems and power generation;
- flares including a plant flare, tank flare, and/or jetty flare; and
- supporting facilities (e.g. construction accommodation, roads and bridge).

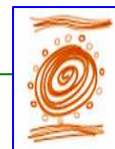
## 8.2 Impact of Project

### 8.2.1 Cumulative Impact of the GLNG Project

There have been a number of industrial developments over the last 10 years in the Gladstone and inland areas. These projects have the potential, when considered together, to change the character of the region and incrementally impact on the collection of heritage sites within the project area.

By implementing best-practice cultural heritage standards of avoiding heritage wherever possible and managing/mitigating any impact that cannot be avoided, this impact should be minimised (See Chapter 9 for more details). Nonetheless, there are several sites which are particularly vulnerable to cumulative impact, including:

- *HAS-03 (Old Carnarvon Highway Alignment)*  
This alignment includes a very rare section of nineteenth century stone pitched road which has been damaged by the Alinta pipeline, which cut straight through the road. The GLNG project should seek to minimise any further impact on this site.
- *HAS-10 (Injune to Roma railway)*



The railway line, which presently comprises a relatively intact group of elements including the railway alignment, sections of sleepers, sidings, spur lines, culverts, drainage features, loading facilities, fencing, associated soldier settlements etc, is particularly vulnerable to cumulative impact. The integrity of this site could be rapidly eroded by the cumulative impact of developments removing select elements or features of the line. As the significance of this railway line is vested in its integrity as a group of features and its ability to demonstrate such a large range of features associated with a railway, its value could be compromised by cumulative impact.

- *HAS-11; HAS-19; HAS 27 and HAS 28 (Telegraph lines)*

Like the railway line, these telegraph lines are very susceptible to cumulative impact of multiple projects which may remove select elements, thus compromising the integrity and value of the line.

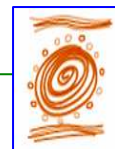
### **8.2.2 Impact on Potential Sites**

This investigation has established that there is a high potential for the study area to contain potential sites of heritage significance. These are likely to be remnant sites relating to pastoral and settlement activities, such as historic survey trees, roads and stock routes, homesteads and associated agricultural buildings, remnant boundary fence lines, old station dumps and the remains of early mining activities. Historic sites and places such as mile markers, remote graves and historic camp remnants and associated exotic vegetation, may also potentially be encountered.

In addition, this investigation identified approximately 41 potential sites within the field areas, which were not assessed by this project. These sites should be considered during the Phase 2 impact assessment works (post EIS), when development footprint in these areas is more defined. The location of these sites is shown on the maps in Chapter 5 – Data Analysis and a recommendation for their management is presented in Chapter 9.

### **8.2.3 Site specific Impact of the GLNG Project**

Within the GLNG project area, there are 45 assessed sites which, due to their location within the filed areas, the pipeline corridor or the LNG facility, have the potential to be impacted upon to varying levels by the proposed project (as detailed in the following table).





Overall, the type of impact is outlined below

- Indirect, low impact will affect 16 sites;
- Indirect, moderate impact will affect 2 sites;
- Direct, low impact will affect 1 site;
- Direct, moderate impact will affect 10 sites;
- Direct, high impact. Will affect 4 sites; and
- The type of impact for a further 12 sites is currently unknown.

Assumptions:

- *CSG Field Areas:*

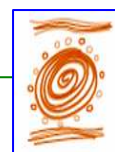
The coal seam gas field development area is an immense area of land dispersed from Curtis Island in the east to Roma, 500km inland to the west, in central Queensland. The extent and nature of development within this area has not yet been finalised and, as such, the impact of work in this area cannot be fully assessed at this stage. Impact assessment of sites and potential sites in the CSG fields will need to occur when the project planning begins in these areas. Impacts may be high for sites where gas wells are drilled and other infrastructure is sited; and moderate where associated with heavier traffic flow and cumulative impact within the field areas.
- *Pipeline:*

Sites directly within the pipeline corridor will experience high, direct impact due to the destructive nature of pipeline construction and heavy traffic associated with construction.
- *Pipeline vicinity:*

Sites within the immediate vicinity of the pipeline have the potential to be impacted on should the pipeline route need to deviate during construction works, and due to heavy traffic associated with construction.
- *LNG and export facilities:*

There is likely to be high, direct impact on sites within the Curtis Island loading facility area due to the large size of the facilities required for the processing plant and export facilities.

The following table details the level and type of impact.

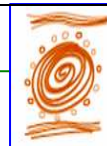


**Table 8.1: Impact Assessment**

Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
HAS-01	Surat Precinct	State	The Surat Precinct is sited within the urban area of Surat and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-02	Roma Precinct	State	The Roma Precinct is sited within the urban area of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-03	Old Carnarvon Hwy	State	The Old Carnarvon Highway Crossing is within the alignment of one of the proposed pipeline routes and the proposed pipeline route will have high impact on the site. It has already been impacted by the Alinta pipeline cutting through it. This site is at particular risk of cumulative impact.	Direct	High	High
HAS-04	Possum Catcher's Cave	State	The Possum Catcher's Cave is in the vicinity (approximately 500m), of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline route need to deviate during construction works, and by heavy traffic associated with construction.	Direct	Moderate	Moderate
HAS-05	Hazel Dean Homestead	State	This homestead is in the vicinity of the pipeline (approximately 200m) and has the potential to be impacted on should the pipeline deviate and by associated traffic. Its setting may also be impacted on by the pipeline.	Direct	Moderate	Moderate
HAS-06	Old Ulebah Township	State	This site is located within the southern CSG field area. Impact at this stage is unquantifiable, however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-07	Hutton Creek Settlement Site	State	This site is within the Fairview field area, which is an operational gas field. There is currently a pipeline and gas wells located relatively close to the site (within 2 kms). It also has potential to be impacted on by later stages of the project (field development).	Indirect	Moderate	Moderate



Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
HAS-08	Corduroy Road	State	This site is located within the southern CSG field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-09	Former Dudarcho Homestead	State	This homestead is in the vicinity of the pipeline (approximately 1 km) and has the potential to be impacted on should the pipeline deviate and by associated traffic. Its setting may also be impacted on by the pipeline.	Direct	Moderate	Moderate
HAS-10	Injune to Roma Rail Line	State	This site runs through the Roma field area (a priority field area). Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development). This site is at particular risk of cumulative impact.	Unknown	Unknown	Moderate
HAS-11	Dalby Roma Telegraph Line	Local	This site runs through the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development). This site is at particular risk of cumulative impact.	Unknown	Unknown	Moderate
HAS-12	(New) Yulebah Precinct	Local	The (New) Yulebah Precinct is sited within the urban area of Surat and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-13	Wallumbilla Precinct	Local	The Wallumbilla Precinct is sited within the urban area of Wallumbilla and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-14	Wooden Homestead	Local	This site is located within the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-15	Gallipoli Hill Sand Mine	Local	This site is located within the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later	Unknown	Unknown	Moderate



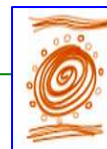
Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
			stages of the project (field development).			
HAS-16	Vertical Board Homestead	Local	This site is located within the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-17	Autumn Vale Homestead	Local	This site is located within the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-18	Injune Precinct	Local	The Injune Precinct is sited within the urban area of Injune and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-19	Moonah Telegraph Line	Local	This site is within the Fairview field area, which is an operational gas field. There is currently a pipeline and gas wells located relatively close to the site (within 2 kms). It also has potential to be impacted on by later stages of the project (field development) and by cumulative impact. This site is at particular risk of cumulative impact.	Unknown	Unknown	Moderate
HAS-20	Bonnie Doon Homestead	State	This homestead site is located adjacent to the Fairview field area and is leased by Santos. The site has been the subject of recent damage by vandals and what appears to be relic collectors. Santos staff and contractors who access this property should be educated about their importance and about Santos' obligation to protect cultural heritage on land on which they operate. This site is also with c.300m of the proposed pipeline. This site is at particular risk of cumulative impact.	Indirect	High	High
HAS-21	Westgrove Homestead	Local	This site is within the Denison Trough field area. It has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-22	Survey Tree (Burnett Highway)	Local	This survey tree is in the vicinity of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline	Direct	Moderate	Moderate



Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
			route need to deviate during construction works, and by heavy traffic associated with construction.			
HAS-23	Survey Tree	Local	This survey tree is in the vicinity of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline route need to deviate during construction works, and by heavy traffic associated with construction.	Direct	Moderate	Moderate
HAS-24	Old Dawson Highway Alignment	Local	The Old Dawson Highway Alignment is within the alignment of one of the proposed pipeline routes and the proposed pipeline route will have high impact on the site.	Direct	High	High
HAS-25	Camping Reserve	Local	This site is in the vicinity of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline route need to deviate during construction works, and by heavy traffic associated with construction.	Direct	Moderate	Moderate
HAS-26	Rolleston Heritage Precinct	Local	The Rolleston Precinct is sited within the urban area of Rolleston and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-27	Telegraph Line	Local	The telegraph line is located within the Dennison Trough field area. It has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-28	Telegraph Line	Local	The telegraph line is located within the Dennison Trough field area. It has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-29	Chinaman's Bay Loading Site	Local	This site is located on the shoreline where loading facilities are planned.	Direct	High	High
HAS-30	Curtis Island	Local	This site is located directly within the proposed area for liquefaction	Direct	High	High

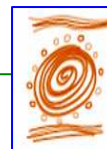


Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
	Industrial Working Site		and export facilities.			
HAS-31	Wooden Road Bridge	Local	This site is in the vicinity of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline route need to deviate during construction works, and by heavy traffic associated with construction.	Direct	Low	Low
HAS-32	Fisherman's Hut	Local	This site is in the vicinity of the proposed area for liquefaction and export facilities. It has the potential to be impacted on should the LNG facility area change and by heavy traffic associated with construction.	Indirect	Moderate	Moderate
HAS-33	Ace Drapers	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-34	Romavilla Winery	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-35	Roma War Memorial and Heroes Avenue	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-36	Ladbrook's State Butchery	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-37	Roma Government Complex	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-38	Roma Court House and Police Buildings	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low





Site #	Site Name	Site Significance	Potential Impact	Type of Impact	Level of Impact	Level of Risk
HAS-39	Warroo (Surat) Shire Hall	State	This site is located within the town of Surat and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-40	Astor Theatre	State	This site is located within the town of Surat and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-41	Kilbirnie Homestead	State	This homestead is in the vicinity of the pipeline (approximately 1 km) and has the potential to be impacted on should the pipeline deviate. Its setting may also be impacted on by the pipeline, which cuts through the Kilbirnie property.	Direct	Moderate	Moderate
HAS-42	Mount Abundance Homestead	State	This site is located within the southern field area. Impact at this stage is unquantifiable however it has potential to be impacted on by later stages of the project (field development).	Unknown	Unknown	Moderate
HAS-43	Hibernian Hall	State	This site is located within the town of Roma and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-44	Nostalgic Queen's Theatre	State	This site is located within the town of Wallumbilla and it is highly unlikely that any development will occur in this area.	Indirect	Low	Low
HAS-45	Survey Tree	Local	This site is in the vicinity of one of the proposed pipeline routes. It has the potential to be impacted on should the pipeline route need to deviate during construction works, and by heavy traffic associated with construction.	Direct	Moderate	Moderate



## 9.0 GENERAL RECOMMENDATIONS

This chapter provides general recommendations to manage identified areas which may be impacted by the proposed GLNG project, along with general mitigation measures for potential impact on unknown sites within the study area. In addition, the following chapter gives specific recommendations for managing impact on the individual sites.

***If all the general recommendations provided in this chapter (Chapter 9) and all the site specific recommendations outlined in the following chapter (Chapter 10) are implemented, the level of impact associated with the GLNG project is considered acceptable from a non-Indigenous cultural heritage perspective, as the procedures will mitigate and manage the impact appropriately.***

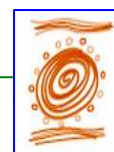
### 9.1 Recommendation 1 – Avoid Cultural Heritage

The best form of cultural heritage management is avoiding any impact on sites and places of heritage significance. It is recommended that the design of the project, including the route of the pipeline, the location of gas wells and associated infrastructure, take into account each of the heritage sites and places discussed in this report, and, where possible, avoids impact. Sites of State significance in particular should be retained.

### 9.2 Recommendation 2 – Preferred Pipeline Route

The pipeline route which parallels the Alinta pipeline is the best option for avoiding historic cultural heritage for the majority of the route. There are several areas, however, where the route encounters or comes close to sites of cultural heritage significance: the proposed pipeline route impacts upon sites HAS-03, HAS-04, HAS-05, HAS-09, HAS-20, HAS-22, HAS-24, HAS-25, HAS-31 and HAS-41 and HI-05, HI-06 and HI-07. The current route also passes through the Kilbirnie Homestead site which is currently listed on the Queensland Heritage Register. These sites are primarily along the east west trajectory of the pipeline between Gladstone and Bauhinia.

In these instances, the project should investigate options which avoid these sites where feasible, especially with regard to those sites of State significance. See Recommendations 7 to 13 for more detail and Chapter 10 for site specific recommendations.



### 9.3 Recommendation 3 – Alternate Pipeline Routes

The Arcadia Valley route alignment and the Mt Larcom deviation avoid some cultural heritage sites but come into close contact with others.

From a cultural heritage perspective, the Arcadia Valley route, whilst coming into contact with the historic interest site HI-05, avoids the State significant sites HAS-03 (Old Carnarvon Highway) and HAS-04 (Possum Catcher's Cave), which are located along the main QGP western alignment. As such, the Arcadia Valley route is the preferred route option.

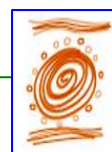
The Mt Larcom deviation avoids several unassessed sites to the west of Gladstone, but brings the corridor close to the site HAS-23 (Survey Tree). Of the two alternative routes in this area, the eastern alternate path would be preferable as it avoids both HAS-23 and the unassessed sites.

The western Arcadia Valley alignment over the Dawson River and the eastern Mt Larcom deviation are the recommended alternate routes for the preservation of historic cultural heritage.

### 9.4 Recommendation 4 – Further Assessment

This report has completed the first stage of assessment required for the GLNG project in relation to the location and management of historic cultural heritage sites. From this assessment, it is deemed highly likely that further sites and places of cultural heritage significance exist, most especially within the CSG field areas. In addition, the exact boundary of the CSG field areas is changeable and may evolve over time. Any sites within areas not covered by the project for this report (see Chapter 1 for project areas definition) should also be managed by the process below. To manage these sites the following strategy is suggested:

- As part of development of any Environmental Management Plans (EMPs), further cultural heritage surveys should be undertaken prior to construction activities, commencing in the vicinity of any identified or potential cultural heritage sites. It is also suggested that more detailed surveys of the CSG field areas may be required at later stages of the project, as part of Phase 2 (post EIS) impact assessment. Further cultural heritage surveys should:



- i. Utilise data from this assessment to identify further areas that are likely to contain cultural heritage sites.
- ii. Conduct further investigation of these areas as project development expands.
- iii. Develop further site specific management recommendations for significant sites and places as required.

## 9.5 Recommendation 5 – Unexpected Finds

This report has found that the study area has the potential to contain historic cultural heritage material, particularly in the vicinity of the archaeological sites and areas of the pipeline and CSG field areas that have not been investigated by consultation or survey.

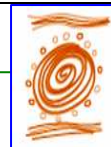
Accordingly, the EMPs developed for the project should include a procedure for managing unexpected cultural heritage material or sites that may be encountered. This should include:

- All work at the location of the potential material or site must cease and reasonable efforts to secure the site should be made – a buffer zone of 20 metres around the find is suitable;
- Work can continue at a distance of 20 meters from a find area. Note that the material or site should not be removed or disturbed any further (barriers or temporary fences may be erected as a buffer around the find if required);
- The Site Manager should be notified. They will then notify the Historical Archaeologist appointed to the project; and
- The Historical Archaeologist will provide a management recommendation to the Site Manager and will liaise with the EPA to ensure that the archaeological provisions of the *Queensland Heritage Act 1992* are followed.

These procedures should be integrated into Santos’ procedures for impact assessment and site scouting, as well as any Santos procedures for managing cultural heritage.

The following table outlines the stop work procedure.

<b>STOP WORK</b>	Immediately
<b>ESTABLISH</b>	A buffer zone of 20 metres around the site
<b>CONTACT</b>	A qualified archaeologist as soon as possible
<b>NOTIFY</b>	The archaeologist should notify:



	<ul style="list-style-type: none"> <li>- the Site Manager/Santos; and</li> <li>- EPA</li> </ul>
<b>ASSESS</b>	The archaeologist should assess the significance of the resource and recommend a course of action:- <ul style="list-style-type: none"> <li>Protect and avoid</li> <li>Investigate, record and remove</li> <li>Excavate, record and preserve</li> </ul>
<b>RECOMMENCE</b>	Work once the EPA has approved the course of action

## 9.6 Recommendation 6 – Archaeologist “On-Call”

It is recommended that a historic archaeologist be appointed during construction phases of the project, so that a call-out can be made as soon as potential archaeological material is noted.

## 9.7 Recommendation 7 – State Significant Sites

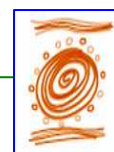
State significant sites are protected by the *Queensland Heritage Act 1992* and should be avoided in all cases. All staff should be educated as to where these sites are and what they consist of so that full avoidance of these sites is maintained (as per Recommendation 16).

Should any works need to be conducted in these areas they will be governed by Part 6 of the *Queensland Heritage Act* and a qualified heritage consultant should be engaged to advise on mitigation measures (see Chapter 7 – Obligations for further detail). Any works which may potentially disturb these sites will require a project specific Conservation Management Plan which considers available options for the project to mitigate impacts on cultural heritage significance during all phases of the project and includes approval from the EPA through the IDAS.

## 9.8 Recommendation 8 – Archaeological Sites

State significant archaeological sites require special consideration under the provisions of the *Queensland Heritage Act 1992*, as they represent a heritage asset that *has potential to contain an archaeological artefact that is an important source of information about Queensland’s history.*<sup>1</sup> Avoidance of these sites should be practised and all staff made aware of their location (as per Recommendation 15).

<sup>1</sup> *Queensland Heritage Act 1996, Section 60 (b)*



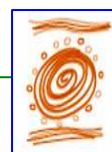
The following table identifies the Archaeological Places of State significance identified during this investigation. Under the provisions of the QLD Heritage Act, Santos should liaise with the EPA so that these sites can be appropriately managed.

Site	Name
HAS-03	Old Carnarvon Hwy Crossing
HAS-04	Possum Catcher's Cave
HAS-06	Old Ulebah Township
HAS-07	Hutton Creek Settlement Site
HAS-08	Corduroy Road
HAS-09	Former Dudarcho Homestead
HAS-10	Injune to Roma Rail Line
HAS-20	Bonnie Doon Homestead

If a place is registered on the QLD heritage register, development at that place will fall under Queensland's Integrated Development Assessment System (IDAS). As a result, the EPA may require an archaeological investigation to be conducted on an archaeological place as part of the consent conditions, particularly if the proposed development may damage or impact the significance of the site. The EPA defines archaeological investigations as *“physical investigations of a place carried out by professionals qualified for investigating, recording or conserving archaeological artefacts at a place”*.

### 9.9 Recommendation 9 – Locally Significant Sites

Heritage sites of significance are important to the local community for the role they have played in their development. These sites are often associated with important local people, many of whose descendants still live in or close to the area. These sites should be avoided, unless there is no other feasible alternative, and then only when following the best practice guidelines of the Burra Charter. The relevant local government department should be liaised with prior to disturbing these sites.





### **9.10 Recommendation 10 – Heritage Precincts**

The Heritage precincts that have each been identified to contain items of varying levels of significance and historic interest that, when combined, give the precinct a distinct character and appearance. If there is to be any work within these precincts, the GLNG project should take into account the nature and history of the precinct and endeavour to minimise impact on the identified items and the general character and setting of the area.

It is recommended that if works are required within a precinct, a full urban heritage study should be undertaken by a qualified heritage consultant. The study should investigate the history and fabric of the precinct, to establish contributory and non-contributory items thoroughly before works, and preferably planning, commence within the precinct. Avoidance of disturbance of these sites should be practised and all staff made aware of their location as per Recommendation 15.

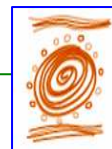
### **9.11 Recommendation 11 – Places of Historic Interest**

Places of Historical Interest provide indicators of historical activity occurring within an area and often ground-truth the results of contextual histories. As such, places of Historical Interest assist with formulating a description of the existing environment, as it relates to heritage, within the project area.

Importantly, places of Historical Interest do not warrant listing on a local, State or national heritage register and as such, no heritage management is required for these sites and they are not required to be retained or managed. Nonetheless, avoiding disturbing these sites should be practised wherever possible.

### **9.12 Recommendation 12 – Potential Sites**

This investigation identified 41 potential sites within the GLNG project area. The sites should be managed as if they have the potential to be of State significance until assessment can be completed by a qualified historic heritage consultant. In the interim, avoiding disturbance to these sites should be practised and all staff made aware of their location as per Recommendation 15.



When development is planned in the vicinity of these sites, the project should ensure that they undergo a heritage survey before any works occur, to establish the sites location, level of significance and to provide appropriate heritage management advice.

### **9.13 Recommendation 13 – Protection of Heritage in SANTOS Ownership**

Items listed in this report which are located on Santos owned land, be they of State, local or potential heritage significance, should be protected and managed by Santos as part of best practice heritage management as per the Burra Charter. Santos should seek to educate its staff and contractors on where and what are the items listed in chapters 3 and 4 that are on Santos land.

Santos should ensure wherever possible that no harm comes to any of these items and if there is to be unavoidable disturbance, it should be part of a properly managed project that has engaged the services of a qualified historic heritage consultant. Additionally, staff should be encouraged to report any new items of historic heritage significance to Santos so that a qualified heritage consultant can advise on the level of significance and the management of the item or site.

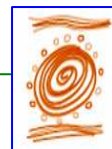
If Santos is considering purchasing new land, a heritage assessment should be carried out as part of the Due Diligence process, to ensure that any heritage obligations are known from the outset.

### **9.14 Recommendation 14 – Community Consultation**

The project should seek to engage with the local community at all times with regards to their cultural heritage. The project should educate its staff as to why certain items or sites are important to the local community and why they are not to be disturbed or damaged. It should also seek to actively involve the community at all times when matters of historic cultural heritage are involved.

### **9.15 Recommendation 15 – Training Guidelines**

This study recommends that diligence should be practiced during works conducted within the GLNG project area, particularly during any clearing or development phases associated with initial preparation of the project area. This diligence should include specifically instructing crews



of their obligations to look for cultural heritage material, and integrating educational leaflets at site training and Workplace Health and Safety meetings. These leaflets should inform the workers what archaeological material and cultural heritage sites may look like and give them clear instructions on what to do if they find anything.

These leaflets should also outline why items or sites are important to the local community. project employees and contractors should be encouraged to take an active part in helping to protect the historic cultural heritage sites of the area they will be working in, to better foster a cooperative and mutually respectful relationship between Santos and the local community and landholders.

### **9.16 Recommendation 16 – Management of Cumulative Impact**

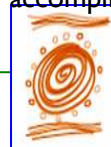
There are specific sites within the project area which are at risk of cumulative impact (see Chapter 7.3.1 for further information), including:

- HAS 03 – Old Carnarvon Highway;
- HAS 10 – Injune-Roma Railway Line;
- HAS 11 - Dalby-Roma Telegraph Line;
- HAS 19 – Moonah Telegraph Line;
- HAS 27 – Telegraph Line; and
- HAS 28 – Telegraph Line.

The project should consider cumulative impacts on heritage sites and take appropriate measures wherever possible to avoid impacts. Site specific recommendations detailed in the following chapter should be implemented to ensure that potential cumulative impact to these sites is managed appropriately.

### **9.17 Recommendation 17 – Active Protection of Heritage within the Community**

The project should undertake best practice initiatives for cultural heritage which engage with the local communities to ensure that all possible heritage items that could be impacted on are accounted for before works in any area begin. By protecting the cultural heritage of the areas in which project operates and by working closely with local communities to accomplish this,



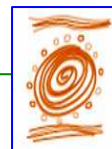
Santos will, over time, develop a positive relationship with local communities and be the beneficiary of increased goodwill in the community. Sites whose heritage value could be enhanced include:

- HAS-06 - Old Ulebah Township site;
- HAS-07 - Hutton Creek Settlement Site; and
- HAS-20 - Bonnie Doon Homestead Site.

Each of these sites is particularly well suited to archaeological excavation, which would provide extensive information about Queensland early settlements. Such projects would ideally be suited to the involvement of an archaeological firm or university department which has the ability to connect with the community.

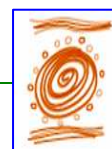
### **9.18 Recommendation 18 – Regular Monitoring**

The project should undertake a bi-annual survey of all heritage items identified on Santos owned or leased land (i.e. land on which Santos operates), or on land directly affected by current operations, to ensure that the general recommendations outlined above and those for individual heritage items are being followed and having a positive effect. Any damage to items can be catalogued and actions taken to ensure that the process that caused the damage is not repeated and that training material for staff can be updated with current information. The GLNG project should develop forms and databases, similar to those it has for Indigenous heritage, to monitor the condition, management and protection of the heritage sites.



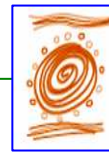
## 10.0 SITE SPECIFIC RECOMMENDATIONS

This section details specific recommendations for the management of individual sites within the GLNG project area. This chapter should be read in conjunction with the previous chapter (9.0 – General Recommendations). The site specific recommendations are contained in Table 10.1 on the following pages. For location details please refer to Chapter 5, Figures 5.1- 5.6.



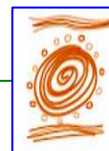
**Table 10.1: Site Specific Recommendations**

Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-01	Surat Precinct	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project.  It is considered highly unlikely that sites within the urban precinct of Surat will be impacted. Should any works within the Precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.
HAS-02	Roma Precinct	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project.  It is considered highly unlikely that sites within the urban precinct of Roma will be impacted. Should any works within the Precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.
HAS-03	Old Carnarvon Hwy	State	Direct	High	Avoidance of sites of State significance should be an immediate priority of the GLNG project.  If there is a possibility for impact in the vicinity of the site by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.

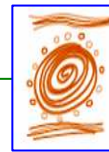




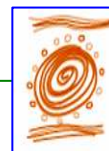
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-04	Possum Catcher's Cave	State	Direct	Moderate	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project. The Possum Catcher's Cave is a State significant site that is in close proximity (500m) to the alternate Alinta route. To avoid potential impact on the site, the Arcadia Valley pipeline route is the preferred option.</p> <p>Should the Alinta route be used, any deviation that aims to protect site HAS-03 (Old Carnarvon Highway Crossing), should be designed so that it does not impact on the Cave or the associated Indigenous axe grooves.</p> <p>If there is a possibility for impact in the vicinity of the site by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.</p>
HAS-05	Hazel Dean Homestead	State	Direct	Moderate	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project (this site is at risk of cumulative impact on its significance). The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• The current location of the pipeline corridor is adequate, however buffers should be established around each element of the site to protect it from effects of traffic, construction teams, construction work etc;</li> <li>• The grave is of particular vulnerability and should be protected during all works; and</li> <li>• Ideally, the pipeline should not track between elements of the site due to the effect this would have on the setting of the site.</li> </ul> <p>If there is a possibility for impact in the vicinity of the site by the GLNG project, then a project specific Conservation Management Plan should be prepared by</p>



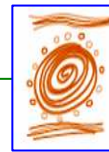
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-06	Old Ulebah Township	State	Unknown	Unknown	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project. As a State significant archaeological site with sub-surface remains, Old Ulebah Township has the potential to be inadvertently damaged by the GLNG project.</p> <p>If there is a possibility for impact in the vicinity of the site by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.</p>
HAS-07	Hutton Creek Settlement Site	State	Indirect	Moderate	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• It is suggested that no works should be undertaken within 250m of any of the identified features of the inn, school, stockyards or old Injune-Taroom Rd;</li> <li>• Should works be required within 250m of the features in question, then archaeological monitoring will be required to ensure no damage is caused;</li> <li>• Should works be required within 100m of any of the features in question, then a full archaeological survey will be required to determine the extent of the site and to minimise impact; and</li> <li>• Should the old Taroom-Injune Rd be required for use as an access track during the GLNG project, a full impact assessment will be required before any use be</li> </ul>



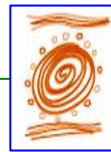
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					undertaken.  If there is a possibility for impact in the areas abovementioned by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-08	Corduroy Road	State	Unknown	Unknown	Avoidance of sites of State significance should be an immediate priority of the GLNG project. As both sections of the Corduroy road are near existing roads, a buffer of 150m should be established around this site during any project works in this vicinity and the site inspected after works to ensure it has not been damaged.  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.



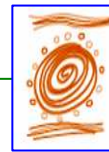
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-09	Former Dudarcho Homestead	State	Direct	Moderate	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project. (This site is at risk of cumulative impact on the significance of the site).</p> <p>The location of the pipeline corridor is considered adequate in respect to its alignment; however buffers are required around each heritage element of the site to protect it from the effects of traffic, construction teams, construction work etc.</p> <p>If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.</p>
HAS-10	Injune to Rome Rail Line	State	Unknown	Unknown	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project (this site is at risk of cumulative impact on the significance of the site).</p> <p>Alternate routes for transport, such as the Carnarvon Highway, should be used where possible in preference to the roads that run close to or cross the former rail corridor.</p> <p>If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.</p>
HAS-11	Dalby Roma Telegraph	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. As the line runs parallel to a major road within the</p>



Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
	Line				southern field area, all care must be taken during operational use of the road. Individual poles should not be removed unless absolutely necessary. Any impacts to the sites should be recorded by a suitably qualified heritage professional and includes liaison with and approval of (where necessary) relevant stakeholders.
HAS-12	(New) Yulebah Precinct	Local	Indirect	Low	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. It is considered highly unlikely that sites within the urban precinct of (New) Yulebah will be impacted. Should any works within the precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.
HAS-13	Wallumbilla Precinct	Local	Indirect	Low	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. It is considered highly unlikely that sites within the urban precinct of Wallumbilla Precinct will be impacted. Should any works within the precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.
HAS-14	Wooden Homestead	Local	Unknown	Unknown	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance: <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> </ul>



Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					<ul style="list-style-type: none"> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-15	Gallipoli Hill Sand Mine	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-16	Vertical Board Homestead	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>

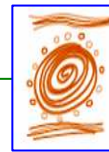




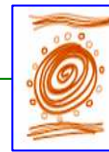
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-17	Autumn Vale Homestead	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>• Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-18	Injune Precinct	Local	Indirect	Low	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible.</p> <p>It is considered highly unlikely that sites within the Injune Precinct will be impacted. Should any works within the precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.</p>
HAS-19	Moonah Telegraph Line	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. As the line runs parallel to a major road within the Fairview field area, all care must be taken during operational use and expansion of the road. Individual poles should not be removed unless absolutely necessary.</p> <p>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</p>



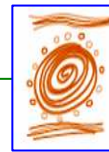
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-20	Bonnie Doon Homestead	State	Direct	High	<p>Avoidance of sites of State significance should be an immediate priority of the GLNG project. Bonnie Doon homestead lies close to the main north south route through the Fairview field and has been recently vandalised. The following measures are suggested:</p> <ul style="list-style-type: none"> <li>• Staff should be made aware of the site and encouraged to report any activity seen within the homestead area;</li> <li>• A regular bi-annual survey of the site should be undertaken to ensure no further damage occurs at the site; and</li> <li>• If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and include liaison with and approval of relevant stakeholders including the EPA.</li> </ul>
HAS-21	Westgrove Homestead	Local	Unknown	Unknown	<p>The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>• Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-22	Survey Tree (Burnett)	Local	Direct	Moderate	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to</p>



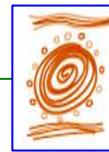
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
	Highway)				<p>avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-23	Survey Tree	Local	Direct	Moderate	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-24	Old Dawson Highway Alignment	Local	Direct	Moderate	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. Ideally, the pipeline should not track between elements of the site. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> </ul>



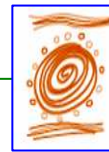
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					<ul style="list-style-type: none"> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-25	Camping Reserve	Local	Direct	Moderate	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. Ideally, the pipeline should not track between elements of the site. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders; and</li> <li>The site has archaeological potential; if the pipeline deviates and impacts upon the site, the ground works (excavation) for the pipeline should be archaeological monitored.</li> </ul>
HAS-26	Rolleston Heritage Precinct	Local	Indirect	Low	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible.</p> <p>It is considered highly unlikely that sites within the urban precinct of Rolleston will be impacted. Should any works within the precinct be required, an urban based Conservation Management Plan for the entire precinct should be completed to manage any potential impact.</p>
HAS-27	Telegraph Line	Local	Unknown	Unknown	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. As the line runs parallel to a major road within the</p>



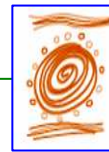
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					southern field area, all care must be taken during operational use of the road. Individual poles should not be removed unless absolutely necessary. Any impacts to the sites should be recorded by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders.
HAS-28	Telegraph Line	Local	Unknown	Unknown	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. As the line runs parallel to a major road within the southern field area, all care must be taken during operational use of the road. Individual poles should not be removed unless absolutely necessary. Any impacts to the sites should be recorded by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders.
HAS-29	Chinaman's Bay Loading Site	Local	Direct	High	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. The following should be considered in relation to avoidance: <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>• Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-30	Curtis Island	Local	Direct	High	Avoidance of sites of Local significance should be an immediate priority of the



Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
	Working Area				<p>GLNG project where possible. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>• Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-31	Wooden Road Bridge	Local	Direct	Low	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. Ideally, the pipeline should not track between elements of the site. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> <li>• Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-32	Fisherman's Hut	Local	Direct	High	<p>Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. Ideally, the pipeline should not track between elements of the site. The following should be considered in relation to avoidance:</p> <ul style="list-style-type: none"> <li>• Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken;</li> </ul>

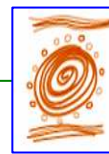


Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					and <ul style="list-style-type: none"> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>
HAS-33	Ace Drapers	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-34	Romavilla Winery	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-35	Roma War Memorial and Heroes Avenue	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate

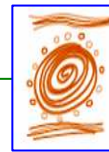




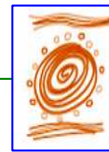
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					impacts on cultural heritage significance during all phases of the GLNG project and include liaison and approval with relevant stakeholders including the EPA.
HAS-36	Ladbrook's State Butchery	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-37	Roma Government Complex	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-38	Roma Court House and Police Buildings	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.



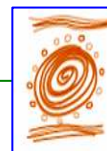
Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
HAS-39	Warroo Shire Hall	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-40	Astor Theatre	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-41	Kilbirnie Homestead	State	Direct	Moderate	Avoidance of sites of State significance should be an immediate priority of the GLNG project.  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-42	Mount Abundance Homestead	State	Unknown	Unknown	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific



Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-43	Hibernian Hall	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-44	Nostalgic Queen's Theatre	State	Indirect	Low	Avoidance of sites of State significance should be an immediate priority of the GLNG project. (Impact to this site is highly unlikely due to its urban location).  If there is a possibility for impact by the GLNG project, then a project specific Conservation Management Plan should be prepared by suitably qualified professionals, which considers available options for the GLNG project to mitigate impacts on cultural heritage significance during all phases of the GLNG project and includes liaison with and approval of relevant stakeholders including the EPA.
HAS-45	Survey Tree	Local	Direct	Moderate	Avoidance of sites of Local significance should be an immediate priority of the GLNG project where possible. Ideally, the pipeline should not track between elements of the site. The following should be considered in relation to avoidance: <ul style="list-style-type: none"> <li>Should it be necessary to conduct works within 100m of the site, measures such as protective fencing and staff awareness training should be undertaken; and</li> </ul>



Site #	Site Name	Site Significance	Type of Impact	Level of Impact	Mitigation / recommendation
					<ul style="list-style-type: none"> <li>Any impacts to the site should be managed by a suitably qualified heritage professional and include liaison with and approval of (where necessary) relevant stakeholders. This process should include an appropriate heritage based recording process.</li> </ul>



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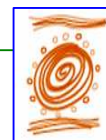
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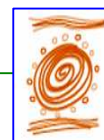
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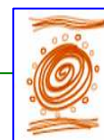
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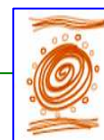
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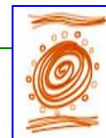


## **I2.0 APPENDICES**

APPENDIX A - REGISTER OF THE NATIONAL ESTATE (FORMER) CITATIONS

APPENDIX B - QUEENSLAND HERITAGE REGISTER CITATIONS

APPENDIX C - COMMUNITY CONSULTATION LOGS



## Appendix A – (former) Register of the National Estate Listings

### Civic Theatre, 165 Goondoon St, Gladstone, QLD, Australia

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Identified through State processes](#)

**Place ID:** 103818

**Place File No:** 4/03/185/0002

#### **Statement of Significance:**

The Civic Theatre at Gladstone, established in 1948, is significant for its association with moving picture exhibition in Gladstone from at least the late 1940s and as one of the town's two principal mid-20th century film exhibition venues.

As the Empire Hall established in the 1920s, the place has social and historical significance. The building remains substantially intact and is a rare and important surviving example of a type of small town or suburban picture theatre once common in Queensland, retaining an intact auditorium, projector room and early canvas seating.

The facade makes an aesthetic contribution to the streetscape of southern Goondoon Street, and the place has social value being well known and regularly visited by locals and visitors alike.

The place is significant for its association with early film exhibitor Stan Clapham, and his contribution to Gladstone film exhibition from the 1920s to the 1960s and with the Upton family, for their association with film exhibition at Gladstone since the 1930s. (Australian Historic Themes: 3.21 Entertaining for profit; 4.6 Remembering significant phases in the development of settlements, towns and cities)

This place is entered in the Queensland Heritage Register. (29/4/2002) The Australian Heritage Commission recognises the standards of historic assessment of the Cultural Heritage Branch and / or the Queensland Heritage Council and therefore acknowledges that this place has National Estate cultural historic values. Enquiries concerning the assessment or conservation of this place should be directed in the first instance to the Cultural Heritage Branch, Queensland Environmental Protection Agency. Commonwealth authorities and bodies should contact the Australian Heritage Commission directly if any Commonwealth action is proposed in relation to this place.

**Official Values: Not Available**

#### **Description:**

##### HISTORY

The Civic Theatre at Gladstone was established by Gladstone film exhibitor Stan Clapham in 1948, as a renovation of an existing building known as the Empire Hall and as a continuation of the exhibition business previously conducted by him at Gladstone's Embassy Theatre which was destroyed by fire in 1947. Clapham had been associated with film exhibition at Gladstone since 1920 and as manager for Gladstone Theatres Ltd from c1925 before launching into his own enterprise with the Civic Theatre.

Moving pictures had been popular in Gladstone from the earliest years of film exhibition. It is thought that entrepreneur Jack Nash introduced moving picture shows to Gladstone in 1912 possibly at the Theatre Royal. The first purpose-built Gladstone picture show venue appears to have been Lincoln Hall established c1915 by I S Crow on the site of what was later Coles Building in Goondoon Street. In the early 1920s Thomas Ryalls established the open-air Strand Theatre in Goondoon Street on a site now occupied by the Civic Centre. By the mid-1920s, Ryalls appears to have closed the Strand Theatre and was exhibiting films at Lincoln Hall but about 1925 Lincoln Hall Pictures were taken over by Gladstone Theatres Ltd with Stan Clapham as manager. Clapham, who was associated with most of the picture theatres in Gladstone over at least four decades (Theatre Royal, Lincoln Hall, Strand, Embassy, Town Hall, Civic and Regent), arrived in Gladstone in 1920 and is understood to have been manager for Gladstone Theatres Ltd from c1925 to 1947.

Gladstone Theatres Ltd was formed in August 1925 by a group of prominent Gladstone businessmen. The company immediately acquired the freehold of the Royal Hotel at the northeast corner of Goondoon and William streets and purchased the picture business conducted by J T Ryalls at the Lincoln Hall. Under the management of Stan Clapham the company continued to screen films, first silents, then 'talkies', at the Lincoln Hall until November 1935, when they moved to the new Embassy Theatre across the road. This was a substantial purpose-designed 700-seat picture theatre just completed for Gladstone Theatres Ltd and was adjacent to the Royal Hotel.

In March 1941 the Embassy Theatre, except for the stage, was completely gutted by fire. With the restrictions on war-time building and scarcity of construction materials, the theatre was not re-opened until 1943. Three days after the opening the rear of the theatre was demolished by a cyclone and it was some weeks before even temporary screening arrangements could be made. The theatre was repaired only to be completely destroyed by fire in November 1947.

In the interim, the Embassy's principal exhibition rival, Town Hall Pictures, had been established in the mid-1930s by the Upton family of Gladstone, screening in the Town Hall at the corner of Goondoon and Bramston streets. In the early 1940s the Upton's erected the Regent Theatre which remained the principal rival to Gladstone Theatre's Ltd Embassy Theatre and later to Stan Clapham's Civic Theatre, until well into the 1960s.

Immediately after the November 1947 fire at the Embassy, Stan Clapham applied for and was granted, the use of the Town Hall at which to screen films 4 days each week and in late December that year announced that he had purchased the freehold of the Empire Hall in Goondoon Street, intending to modernise the theatre and install the latest sound and projection equipment.

Little is known of the origin of the Empire Hall. Unsourced information suggests that the Empire opened in the 1920s as a dance hall, and that in the same decade it was converted into a picture theatre for screening films. The Gladstone Observer of 10 January 1931 advertised the new Empire Theatre at which time it was screening 'talkies'. However, the Empire Picture Theatre is listed only in the Queensland Post Office Directories of 1944 and 1945.

When Clapham opened the refurbished Empire Hall on 3 June 1948 it was as the Civic Theatre. The renovations had been designed and constructed by Gladstone builder W R Golding who had designed the original Embassy Theatre in 1935. Work on the Civic was not completed at

the time of the opening but had reached a sufficiently advanced stage for screenings to commence.

The 1920s Empire Hall had a central entrance and a plain parapeted facade. When it was converted for use as a picture theatre a projector room and office was added over the entrance foyer and the screen was located at the western end of the building. In 1948 when the building was enlarged and renamed the Civic Theatre additions included the construction of the foyer to the side of the building and the conversion of the former entrance to accommodate retail space.

The theatre was enlarged and a new projector room added at the western end of the building. A new and much larger screen was installed at the eastern end of the building above a new stage and behind the retail space and former projector room. Clerestorey windows were added at this time to accommodate the corners of the new screen which was too large to fit under the gable roof. The previously unlined interior was fitted with a masonite dado and timber rail with walls and ceilings lined in Caneite that were decorated with a regular pattern of ventilated lattice panels. A large proportion of the level timber floor of the old hall/theatre was retained and a new sloping concrete slab floor added as part of the new additions.

From 1948 until the mid-1960s the only two picture theatres screening in Gladstone were the Regent, established c1943, and the Civic. By 1960 the Civic, still under the proprietorship of Stan Clapham, had a seating capacity of 720, and the Regent, controlled by the Upton family's Regent Theatre Ltd, had 750 seats. Both theatres underwent some modernisation in the 1950s. In 1966 Upton Theatres Pty Ltd acquired the Civic from Clapham, and closed the Regent. The Civic Theatre remains the property of the Upton family, and continues as Gladstone's only film exhibition venue. The theatre retains its popularity for locals and visitors alike. The arrangement of the seating has been modified to allow for wider aisles and as a result now has a seating capacity of 560. Recent additions include a separate toilet block and an outdoor seating area set back from the street on the allotment adjacent to the theatre.

## PHYSICAL DESCRIPTION

The Civic Theatre is a large timber framed building situated on an east facing slope on the eastern side of Goondoon Street between Bramston & Herbert streets in the city centre. The theatre has a large shed-like form with painted corrugated galvanized iron roof behind a pedimented facade clad in painted galvanized ripple iron. Shop fronts open onto Goondoon Street under a large awning and the entrance to the theatre is located on the southern side.

Remnants of a rendered ashlar base survive at each of the front corners of the theatre and across the front facade and may date from the 1920s when the building was first constructed as a hall. The retail space is divided into two shops and has large plate glass timber framed fixed windows across the front of the building. The dual entrance is located in the center and a bracketed timber rail runs above the windows and doors. The remaining wall area is lined with fibrous cement flat sheeting with timber cover strips which also lines the awning of the footpath which is supported on timber posts. The cast aluminium valance is a recent addition.

Above the awning the facade is lined with galvanized ripple iron. Casement windows with awnings on the front elevation that provided natural light and ventilation to the former projector room have had false balconies added in recent years. A large signable [sic. signage?] block is suspended from the facade between the windows.

The side elevations are lined in ripple iron and the secondary exits from the auditorium are afforded protection by timber framed awnings and battened screens. Casement windows in the side elevation provide natural light and ventilation to the office area. Windows providing ventilation to the lattice panels within the auditorium have been sheeted over.

The projector room is located at the top of the site. It is attached to the auditorium and is also a timber framed structure with a low pitched skillion roof of corrugated iron but has a timber floor and is lowest on timber stumps and sheeting with flat fibrous cement sheeting.

Entrance to the theatre is via a set of concrete stairs and ramp on the south side of the building. The stairs have solid rendered concrete balustrade topped with a circular motif. Brickwork columns frame the eight pane entrance doors which match the shopfront doors and detail. The suspended awning and parapet above are lined with flat fibrous cement sheeting.

The entrance foyer houses the ticket office and kiosk and was refitted in the 1970s. The interior of the 1948 auditorium is intact with the exception of wider aisles and the recent replacement of the dress circle seating. It retains wall and ceiling linings of Caneite with timber cover strips, the masonite dado and timber rail and lattice ventilation panels to the walls and ceilings. The screen located at the eastern end of the auditorium is suspended above the stage. Behind the screen the office and former projector room of the old theatre are located over the retail space at street level.

The auditorium is divided into three sections. The first section, nearest the screen, is furnished with eight rows of canvas seating and is located on the level timber floor of the original hall. This section, for use by un-supervised children attending the theatre, is separated from the dress circle by a short wall with hinged doors to the aisles.

The dress circle is located on the lower sloping section of concrete floor and is furnished with eight rows of timber framed vinyl seating. The stalls at the rear of the auditorium also contain eight rows of canvas seating and are similarly separated from the dress circle by a short wall. Secondary exits are provided to each section of the auditorium through pairs of timber doors in the outside walls. The addition to the auditorium in 1948 is reflected internally in the change in ceiling height and is also visible in the exterior form.

**History: Not Available**

**Condition and Integrity:**

CONDITION

(2002) Refer to the State Listing for further information.

INTEGRITY

The building remains substantially intact retaining an intact auditorium, projector room and early canvas seating. (2002) Refer to the State Listing for further information.

**Location:**

165 Goondoon Street, Gladstone, as entered in the Queensland Heritage Register on 29 April 2002.

**Bibliography: Not Available**

## Curtis Island (part), Curtis Island, QLD, Australia



### Photographs:



**List:** Register of the National Estate

**Class:** Natural

**Legal Status:** [Registered](#) (22/06/1993)

**Place ID:** 14675

**Place File No:** 4/03/182/0007

### Statement of Significance:

The Curtis Island area contains a high diversity of regional coastal vegetation and landscape types, which are generally among the best remaining examples of their type.

Coastal landscapes present include cliffed coastlines, parabolic dunes, parallel beach ridges, salt pans, rock platforms, mud flats and marine plain.

Vegetation types present include *CASUARINA EQUISETIFOLIA* tall shrubland; paperbark open forest and woodland dominated by *MELALEUCA QUINQUENERVIA* and *M. DEALBATA*; headland grasslands typically dominated by *THEMEDA TRIANDRA* and *XANTHORRHOEA PUMILO*; coastal heath communities of wattles and other shrubs; extensive marine plains of saltwater couch (*SPOROBOLUS VIRGINICUS*) and sedges; tidal mud flats and salt pans which support large areas of mangroves and saltmarsh; large patches of vine thickets; swamp mahogany (*LOPHOSTEMON SUAVEOLENS*) open forest; and a range of eucalypt open forests and woodlands in which Queensland peppermint (*E. EXERTA*), gum topped box (*E. MOLUCCANA*), lemon scented gum (*E. CITRIODORA*), ironbark (*E. CREBRA*), bloodwood (*E. INTERMEDIA*), Moreton Bay ash (*E. TESSELARIS*), forest red gum (*E. TERETICORNIS*) and broad leaved ironbark (*E. FIBROSA*) may be dominant species.

Other features of biogeographical significance include the disjunct occurrence of the broad leaved ironbark (*EUCALYPTUS FIBROSA*), and the most southern occurrence of the tropical



marine plain community.

The saltmarsh and mangrove systems are important breeding and nutrient supply areas for the maintenance of regional fish and crustacean populations.

The area contains several large patches of closed vine forest which is a nationally uncommon vegetation community. The rare plant *ACACIA STORYI* is found in the south-east of Curtis Island. The marine plain and mud flats support a rich bird life, particularly waterfowl, and are an important habitat for several migratory bird species, many of which are listed on JAMBA or CAMBA agreements.

The island has biogeographical significance as it supports species and communities which are at their distribution limits. These include: five plant species (northern limit, *DIANELLA BREVIPUNDUNCULATA*; southern limit, *ALYXIA OBTUSIFOLIA*, *LINDERNIA ANAGALLIS*, *MARSILEA CRENATA* and *SOLANUM VIRIDIFOLIUM*; the tropical marine plain community; and the southernmost rookery site of the flatback turtle (*CHELONIA DEPRESSA*). The island offers the best potential for its study due to the accessibility of the island.

**Official Values: Not Available**

**Description:**

The National Estate area occupies the eastern half of Curtis Island, which is separated from the mainland by a narrow passage. The island has a coastline of sandy beaches, low rocky headlands and marine plains and estuarine wetlands. In the centre of the island are longitudinal strike ranges, with closed forest in the north, and woodlands on eastern and western sides of the crest. There are large expanses of marine wetlands on the western side and north-east corner. Ten major environments have been defined for the island, and they all occur within the National Estate area. These environments are:

1) Low sand dunes of predominantly Quaternary origin backed by flat terrain and heavier soils on Recreation Reserve 64 on the south-east part of the island. This area supports *CASUARINA EQUISETIFOLIA* VAR *INCANA* (coastal she oak) tall shrubland behind frontal dunes grading to *MELALEUCA NERVOSA*, *M. QUINQUENERVIA* and *M. VIRIDIFLORA* tall shrublands in the vicinity off freshwater lagoons and open forests of *EUCALYPTUS TERETICORNIS* (blue gum), *M. NERVOSA* and *M. QUINQUENERVIA* further west. This beach and low dune area is a rookery for the flatback turtle (*CHELONIA DEPRESSA*), one of the most restricted of the world's turtle species being found only in Australian waters. This rookery is the most southern turtle rookery that is dominated by Flatbacks. Loggerhead turtles (*CARETTA CARETTA*) also nest in Recreation Reserve 64.

Indigenous values are known to exist in this area. As yet these have not been identified, documented or assessed for National Estate significance by the Commission.

2) Rocky coastline of low headlands and a ridge running parallel to the coast north and south of Connor Bluff. Skeletal and shallow dark loams are formed on Palaeozoic sediments and metamorphics, and support an open heathland and low open shrubland containing *M. NERVOSA*, *C. EQUISETIFOLIA* var. *INCANA* and *XANTHORRHOEA PUMILIO*. *LEPTOSPERMUM* and other *MELALEUCA* species occur in protected areas.

3) Broken coastline of numerous small beach coves between rocky outcrops from Black Head to Sandhill. This irregular landform consists of Palaeozoic sediments and metamorphics with

yellow podzolic and deep sandy soils that supports mixed communities containing MELALEUCA, BANKSIA and XANTHORRHOEA as open heath to tall shrubland.

4) Undulating terrain east of timber Reserve No 27 and extending from the southern part of the island to the south-western side of the marine plain. It consists chiefly of yellow podzolics and solodics and sandy massive red earths on Palaeozoic sediments and metamorphics. The area supports mixed eucalyptus open forest containing E. EXSERTA (Queensland peppermint), E. MOLUCCANA (gum topped box), E. CITIODORA (lemon scented gum), and E. CREBRA (ironbark). MELALEUCA QUINQUENERVIA and E. TERETICORNIS open forest occurs along creeks and drainage lines.

5) Extensive flat marine plain of approximately 3,800ha occurs on the central northern part of the island. This plain consists of Quaternary alluvium of sandy loam darkened with organic matter and is covered by grassland, closed grassland, and areas of sedgeland. The plain supports a considerable number and diversity of waterfowl. Birds recorded here include: brolga, jabiru, burdekin duck, whistling duck, spoonbill, square tailed kite, beach thick knee, yellow chat and red goshawk.

6) Hilly terrain along the Ramsay Range including Mount Barker (166m) and Bald Hill. This range forms the spine of the Island and consists of Palaeozoic sediments and metamorphics with skeletal and podzolic soils and supports E. CREBRA-E. CITRIODORA open forest. The rocks are folded in a complex manner. A large patch of closed forest also occurs east of Mount Barker on the eastern slopes of the Ramsay Range.

7) Littoral area along the Graham Creek estuary. This area of tidal mud flats and salt pans also supports extensive areas of mangroves.

8) Sand dunes of Quaternary origin on the northern side of the island supporting open forests containing eucalypt and melaleuca species.

9) Low parallel beach ridges east and west of Cape Keppel of Quaternary origin and supporting M. DEALBATA, E. TESSELLARIS (Moreton Bay ash or carbeen) open forest. On the crests of the dunes E. TESSELLARIS occurs with rainforest understorey elements including CUPANIOPSIS ANACARDIOIDES and ALYXIA RUSCIFOLIA. CASUARINA EQUISETIFOLIA tall shrubland occurs along the frontal low dunes.

10) Large parabolic sand dunes on Cape Capricorn forming hilly terrain with some exposed coloured sand cliffs on both the eastern beach and on the western coastline to the peninsula at a location known as Yellow Patch. These dunes support E. TESSELLARIS open forest with MELALEUCA species occurring in the swales of the dunes and around lagoons with a rich assemblage of understorey species. The golden orchid (DENDROBIUM DISCOLOUR) also occurs in the eucalypt open forest on Cape Capricorn and around Cape Keppel. Fauna recorded on Curtis Island include the grey kangaroo, swamp wallaby, gliders, brushtail possum and native rat.

**History: Not Available**

**Condition and Integrity:**

Most of the area is in a good condition. The majority of the area is lightly grazed and the eucalypt woodlands are subject to fairly frequent burning. There are small thickets of the weeds LANTANA CAMARA and rubber vine (CRYPTOSTEGIA GRANDIFLORA), which is

particularly dense in the beach ridge systems around Cape Keppel. Water hyacinth (*EICHHORNIA CRASSIPES*) and para grass (*BRACHIARIA MUTICA*) have localised occurrences within the area. Most of the National Estate area lies within a proposed National Park.

**Location:**

About 25,000ha, Curtis Island, 10km north of Gladstone, comprising the eastern and northern parts of the island, bounded by a line commencing at Low Water Mark due north of the most westerly point on Station Point, then directly to the most northerly point on the boundary of Lot 46 on Plan DS702, then easterly via the northern boundary of that lot to the most westerly point on the boundary of Lot 29 Plan DS685, then north-easterly via the boundary of Lot 29, to Peg 62 on that boundary, then directly to Peg 38, then south-easterly via the eastern boundary of Lot 29 to Peg 27, then directly to Peg 11 on that boundary, then southerly and westerly via the boundary of Lot 29 to the boundary of Lot 46, Plan DS702, then westerly and southerly via the eastern boundaries of Lot 46, Lot 24 DS614 and Portion 296, Parish of Monte Christo, to the boundary of Monte Christo Holding, then southerly via that boundary to the southern end of the Road Reserve which traverses Portion 296, then directly to the north-west corner of Portion 297, then easterly and southerly via the boundary of Monte Christo Holding to Boat Creek, then directly to the most northerly corner of Portion 23, Parish of Curtis, then southerly via the eastern boundary of that portion and the south-eastern boundary of Portion 25 to the most southerly point of the latter, then directly to the southern side of a road reserve at the point where it crosses the boundary between Portions 11 and 28, Parish of Curtis, then easterly via the southern side of that reserve to the eastern boundary of Portion 13, then northerly via that boundary for 600m, then directly to AMG point 56KLU224732, then via True East to the western boundary of R64, then southerly and easterly via the boundary of that reserve to the most easterly point of the reserve, then True East to Low Water Mark, then northerly via Low Water Mark to the commencement point.

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**Our Lady of the Sea Catholic Church, 38 Herbert St, Gladstone, QLD, Australia**

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 8830

**Place File No:** 4/03/185/0001

**Statement of Significance:** Not Available

**Official Values:** Not Available

**Description:** Not Available

**History:** Not Available

**Condition and Integrity:**

Advised by Parish Office in April 2000 that Presbytery was demolished and replaced with a new Presbytery in 1982.

**Location:**

38 Herbert Street, Gladstone.

**Bibliography:** Not Available

## **Ace Drapers, 86 McDowell St, Roma, QLD, Australia**

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 102052

**Place File No:** 4/09/164/0005

### **Nominator's Statement of Significance:**

Ace Draper's is significant:

For demonstrating the importance of Roma as a supply centre for the surrounding region by its size, quality and usage.

For demonstrating the skills available in design and manufacture in Roma in 1916, at a time when other major works were being constructed in the town.

As a good and intact example of a general store and drapers which has continued in this business until the present day.

For its landmark quality as a major building in Roma's business district and the contribution made to the character of this area by its form, scale and detail.

**Official Values: Not Available**

### **Description:**

History:

Ace Drapers is a large drapery store on the corner of two major streets in Roma and was formerly Hunter's Emporium, a department store selling furniture, general drapery, clothing, ironmongery, groceries and other provisions.

In 1889, John McEwan Hunter managed a small store on the site of the current Queen's Arms Hotel for J. P. McLeish of Toowoomba. In October of 1892 he acquired the business in partnership with a Mr Harding, trading as Hunter & Harding.

The current building was constructed in 1916 after a fire which destroyed the original Hunter's store, O'Malley's tailor shop and the Queen's Arms Hotel in mid April of that year. It appears to have been decided that Hunter & Co. would exchange sites with the hotel when new premises were erected. Rebuilding commenced in the first week of August and was completed in late December, the design and construction being carried out by local contractor John Hill. All work was done locally and the fittings were carried out by J. Crawford's furniture factory. The new emporium had electric light, a cash railway and everything needed to make it 'thoroughly modern'.

The stock held anticipated every need of customers from the surrounding district and the opening sale advertised 'General Drapery, Clothing, Boots and shoes, Linos, Carpets, Furnishings, grocery, Crockery, Ironmongery and Produce'. Features of the store included a strong room, office and underground cold storage at the rear of the building.

This building was constructed during a period of building activity in Roma when old timber buildings were being rebuilt in masonry. As the local newspaper, the 'Western Star' noted, the high capital outlay needed for such an extensive enterprise as the emporium reflected 'unbounded faith in the prospects of the district' by the proprietors.

The store, now Ace Drapers, continues to sell many of the kinds of goods originally provided.  
Description:

Ace Drapers is a two-storey building with facades to McDowall and Arthur Streets. It is constructed in brick 'tastefully worked in selected bands of salt glazed bricks, as also around all doors and window openings ... over the first floor windows has been fitted a plastered cornice about 20 inches and a coping mould about 10 inches with the top finished artistically in scrolls and ball finials'. The original awning to McDowall and Arthur Streets was supported on timber posts. There is now a cantilevered awning surmounted by a row of glass louvres along McDowall Streets that extends around the corner into Arthur Street. The shop windows are modern. The rear of the section in Arthur Street is single storey and there is a small rectangular building with a clerestory that is entered from the back of the shop. This was described in the Western Star article of 16 December 1916 as being an office and show room. It is not known if the underground cold storage room at the rear survives.

The interior of the store seems very intact with posts supporting the ceiling and pressed metal ceilings. The shop is now densely stocked with clothing, accessories, fabric, haberdashery and other items traditional for a major drapery in a country town.

**History: Not Available**

**Condition and Integrity: Not Available**

**Location:**

Corner of 86 McDowell Street and Arthur Street, Roma

**Bibliography:**

Information provided by Peter Keegan, Roma

Strachan, R., and Scott, J., In Champagne Country: Stories and Photographs of People and Events in and Around Roma, Roma State School P & C Committee, new. ed. 1990, p. 74.

'Imposing Roma Emporium', Western Star, 16 December 1916. Western Star 15 April 1916 (account of the fire) Western Star 19 April 1940 (Hunter's obituary)

**Mount Abundance Homestead, Warrego Hwy, Roma, QLD, Australia**

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 9188

**Place File No:** 4/09/163/0002

**Statement of Significance:** Not Available

**Official Values:** Not Available

**Description:** Not Available

**History:** Not Available

**Condition and Integrity:** Not Available

**Location:**

Warrego Highway, 5km west of Roma.

**Bibliography:** Not Available



## Romavilla Winery, Northern Rd, Roma, QLD, Australia

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 102049

**Place File No:** 4/09/164/0002

### **Nominator's Statement of Significance:**

The Roma villa winery is significant:

As an important surviving building from the earliest agricultural industry in Roma.

For its rarity as an early vineyard in Queensland and which has retained much of its buildings, equipment and documentation. The distillery and still are of special interest very rare and of particular interest. Romavilla has also retained two early varieties of grape which may be of botanical interest.

For its potential as a source of information on the development of the wine industry in Queensland.

For its association with the work of several winemakers who have made a contribution to the development of the industry in Queensland during the long life of this vineyard.

### **Official Values: Not Available**

#### **Description:**

History:

Grapes were first grown successfully in the Maranoa region at Mt Abundance station during the first period of European settlement. In 1860 Samuel Bassett came to work on 'Euthella' station. His uncle, John Christian of the Hunter Valley, owned it in partnership with another nephew, Mr W Bassett. Samuel Bassett managed 'Euthella' for six years and in 1866 he purchased 300 acres of land on which he appears to have already established a vineyard. He brought in a thousand vine cuttings by bullock dray. These were said to be from Toowoomba, but it is possible they came originally from the Hunter Valley. The trip took two months and only 300 cuttings survived to be planted. The first wine produced in the Maranoa district was made at Romavilla.

Over the years, winemaking became an important industry in the region. A number of wine types were produced, although the area came to specialise in sherry and liqueur Muscat. At the peak of viticulture, there were thirty local vineyards, though these were down to a mere half dozen by 1990s.

Samuel Bassett constructed a residence at Romavilla in the 1860s. This survived until 1984 when it was destroyed by a severe storm. In 1869 Bassett set up a store and a depot for wine sales in Roma. The first section of the large winery building at Romavilla was built in 1878 of cypress and imported American Oregon pine and was extended at different times. In 1888 Romavilla produced grapes for both wine and table and had four acres of land under oranges, which may have been for orange wine, which was popular at the time. In 1898, Samuel Bassett sent his son

William south to learn winemaking from Leo Buring in South Australia. William died in 1971, aged 86. In 1975 the Wall family purchased the vineyard and winery.

The winery building houses the whole process of wine making, from crushing to bottling and a large part of it is occupied by barrels of maturing wine. Some wine casks still in use were purchased in the 1880s. In the early 1900s the vats were fitted with cooling coils and water for the coils was pumped from a well by a Ryder and Ericson hot air engine. It was one of the first wineries in Australia to use cooling during fermentation.

For a long time, Romavilla distilled its own spirits for fortifying wine and one of the outbuildings near the winery houses a copper still set in masonry. Fortifying spirit is now obtained from city distillers.

Romavilla has had a long life as a vineyard and the Walls have incorporated new equipment when necessary without disturbing the old building or discarding the old technology, which is now of considerable interest. Documentation is also preserved, including early award certificates and a letter from Prime Minister Billy Hughes who once worked at Romavilla and wrote recalling those days following a gift of wine by the vineyard.

Romavilla won its first prize for wine in 1886 and is still winning awards. It still has two rare varieties of grapes. Syrian vines were among the original cuttings, of which some were taken to Stanthorpe. These two locations are believed to be the only places in Australia where this variety is now grown. The other variety is Black Cluster grapes, mentioned otherwise only in the Camden vineyard book and which Bassett may have obtained from the Sydney Botanical Gardens.

#### Description:

Romavilla is a complex site and comprises the vineyard itself, a dwelling and a number of timber and corrugated iron buildings connected with the work of the vineyard. This citation considers only the winery building, the distillery, well and those outbuildings associated with them.

The winery is a large, timber framed building, clad with timber and corrugated iron. It is constructed as linked buildings on three levels moving down the gradient of a slightly sloping site. The earliest section was built in 1878 with additions from different periods. There is a small section at the front of the building that is used for sales and wine tasting and is built over a cellar used for long term wine storage. The centre section is occupied with racked barrels on different levels so that varying temperatures can be utilised to the best advantage of particular wines. Towards the rear of the building is pressing equipment, storage vats and bottling machinery. Redundant equipment has been preserved and is displayed for visitors.

There are a number of simple outbuildings connected with the work of the winery. Of most interest is the former distillery. This is a corrugated iron clad building with a brick chimney and firebox. It houses a copper vertical still set in masonry. A description of this type of still and its operation is described in Hartshome's 1881 Cyclopaedia. A complete surviving example in situ is believed to be extremely rare.

**History: Not Available**

**Condition and Integrity: Not Available**

**Location:**

Northern Road, Roma.

**Bibliography:**

Bray, D., 'Meeting the challenge of Romavilla", Courier Mail 5 January 1977.

Hartshorne, H., 'Column or Continuous Distillation', The Household Cyclopedia of General Information, Tomas Kelly, New York, 188 1.

Morrison, E, S. S. Bassett entry, Roma in The Aldine History of Queensland, Vol. 11, Aldine & Co., Melbourne, 1888.

Strachan, R., and Scott, J., In Champagne Country: Stories and Photographs! of People and Events in and Around Roma, Roma State School P & C Committee, new. ed. 1990. p. 56.

Taylor, R.B. Roma & District, 1846-1885, Rotary Club of Roma, 1975.

## Roma War Memorial and Heroes Avenue, Bungil St, Roma, QLD, Australia

### Photographs:



**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Registered](#) (28/05/1996)

**Place ID:** 16137

**Place File No:** 4/09/164/0001

### Statement of Significance:

Roma's War Memorial and Heroes Avenue is highly significant for its design and aesthetic qualities. The bottle trees, each one originally representing one of the ninety-three men killed in World War One, line sections of two streets in the centre of the town and lead to the memorial. As well as being a major and charming streetscape element and having strong symbolic value, the trees play a practical shade giving role in this inland centre (Criteria F.1 and E.1) The trees and the memorial, instituted as the focus of commemoration of the service and particularly the sacrifice of local men in the war, are of social and spiritual value to the community (Criterion G.1) The memorial and the avenue of trees are historically important for reflecting Roma's participation in a major world event and the degree of the war's impact upon Australian society (Criterion A.4).

**Official Values: Not Available**

### Description:

The Heroes Avenue, originally of 94 bottle trees (some of which have died), 93 of them planted in memory of a local fallen soldier, was planted by 1920 and formed Roma's original memorial to World War I. Originally each tree bore a brass plaque with a soldier's name, but now only one of these plaques survives. It is now fixed to a cairn explaining the significance of the trees and standing outside the Post Office, near the corner of McDowall and Wyndham Streets. This cairn was dedicated by the Roma rsl Sub-branch on Remembrance Day 1983. The war monument in Queens Park, known locally as 'the cenotaph', was commissioned by the local Repatriation Committee and was unveiled on Anzac Day 1938 by Colonel Sir Donald Cameron. Its late appearance is explained by the fact that the Committee's first priority had been to provide for the welfare of returned soldiers. The same Committee had already provided an honour board in Roma's Town Hall. Returned soldiers were employed as much as possible in making the monument and its surrounds. The cost of the memorial was around 400 pounds. A plate for World War 2 was added later. The bottle trees were planted down Wyndham and Bungil Streets, extending from the Roma Railway Station to the cenotaph memorial in Queens Park. With a wooden seat around it, the first memorial bottle tree stands outside the Post Office on the corner of Wyndham and McDowall Streets. It was planted in September 1918 in honour of Lance Corporal Norman Saunders, killed in France in 1916. The memorial in Queens Park is a simple square monument of rock-faced pale grey granite, with slightly tapering sides like a true cenotaph (I.E. Lutyens' famous London Cenotaph). The monument has three leaded, marble

plates. The front plate bears Laurence Binyon's well known ode 'For the Fallen' (with some transposition in the words). The back plate bears the names of the 93 local soldiers who fell in World War I - the same names originally recorded on the bottle trees. Another plate has been added to the east side of the monument to record the 39 local men who fell in World War 2. The original plates bear a bronze aif (Australian Imperial Force) badge (front) and a laurel wreath (back) at the top, while the later plate has incised service badges, originally blackened. The monument has a formal arrangement of kerbed paths, two flagstaffs, and two palm trees. Planted in a semi-circle behind the monument are nine trees which were grown from seeds obtained from Gallipoli pines. Their significance is recorded by a small cairn nearby.

**History: Not Available**

**Condition and Integrity:**

Twenty-four of the trees have died and three are in poor health. In early October 1994 the Roma Town Council and Roma Urban Landcare received a heritage grant for the development of a conservation plan for the bottle trees. At the time of nomination the monument had a large crack down the north-east corner and the plates needed repair. (October 1994)

**Location:**

Comprising monument and enclosure, Queens Park and avenue of bottle trees extending from the Railway Station along Station, Wyndham and Bungil Streets to the memorial, Roma.

**Bibliography:**

Western Star, Roma, 27 April 1938, p.2.

McIvor, S and T, Salute the Brave: A Pictorial Record of Queensland War Memorials, USQ Press, Toowoomba 1994, pp.129, 250.

McKay, Judith, Lest We Forget: A Study of War Memorials in Queensland, 2nd report, Queensland RSL, Brisbane 1985.

## Ladbrooks Butchery, 75 Arthur St, Roma, QLD, Australia

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 102050

**Place File No:** 4/09/164/0003

### **Nominator's Statement of Significance:**

Ladbrook's Butchery is significant:

As a surviving purpose built State Butcher's Shop, it is evidence of the State Enterprises scheme which endeavoured to provide fairly priced essentials for working people as a social service during and after the First World War.

As a good and intact example of a butcher's shop of its period that has continued in this business until the present day.

### **Official Values: Not Available**

### **Description:**

History:

Ladbrook's Butchery was originally constructed as one of a network of butcher's shops that were acquired and run as State Enterprises. This scheme began in 1915 when the Labor Party assumed government in Queensland. A number of social welfare projects were launched at this time including the setting up of State-owned trading enterprises. A promise to tackle the issues of high prices, price rings and monopolies had been given by Leader T.J. Ryan as part of the party platform leading up to the election. He advocated 'vigorous action in regard to state and municipal enterprise' and thought that 'by a further extension of public ownership and the establishment of state enterprises, the community will be saved from a great deal of exploitation at the hands of private capitalists'. It was thought that State run enterprises could reduce and stabilise prices by providing competition at fair prices and so assist those on lower incomes. Businesses acquired included sawmills and joinery works, mining and fishing ventures, a hotel, cattle stations and butcher's shops; beef being one of the products whose price had been greatly affected by wartime demand. The project was formalised by the passing of the State Enterprises Act in 1918.

The first three butcher's shops opened on 12 November 1915 but there were soon other shops both in Brisbane suburbs and in regional centres such as Rockhampton, Gympie, Townsville, Charters and Mount Morgan. During the life of the scheme ninety shops opened in various parts of the state. Two shops opened in Roma on 1 March 1919. These were in rented premises in Wyndham and Arthur Streets. A new shop was constructed in Arthur Street and when this opened on 18 September 1919 the leased premises were closed.

At first the State Butcher's Shops were supplied by frozen meat, but from 1921 they purchased their own stock, which was then killed at their own slaughteryards and the shops were supplied with fresh meat. Meat for the Roma enterprise is said to have been supplied by the State Farm outside Roma, which had been in operation since 1906 'as an experimental farm.

Although the butcher's shops were one of the most financially viable of the enterprises, State Enterprises were not successful as a scheme. Many businesses were purchased at too high a cost, in unsuitable areas, or were badly run- After the Profiteering Prevention Act was passed in 1920, other means were available to control prices. By the end of the nineteen twenties the scheme was in its last stages and when the government was defeated in 1929, the succeeding National-Country Party coalition sold off most of the remaining enterprises. The State Farm closed in 1935. The State Butcher's shops did, however, make the important contribution in a financially difficult era of providing cheap meat for many thousands of families.

The Arthur Street butchery was briefly used as a garage after the State Butcher's closed, but has otherwise always been a butcher's shop and is so currently. A small office area at the front of the building where customers paid for their meat was removed when the shop area was refurbished.

Description:

Ladbrook's Butchery is a rectangular, single-story brick building with a gabled roof clad in corrugated metal. One gable end faces the street and has a modern shopfront sheltered by a cantilevered awning. Several additions have been made to the building. On the southern side there is a small, hipped-roof extension and a large carport. To the rear a timber lean to has been added. The interior, with the exception of the shop area, was not inspected.

**History: Not Available**

**Condition and Integrity: Not Available**

**Location:**

75 Arthur St, Roma

**Bibliography:**

Bernays, C.A., Queensland - Our Seventh Political Decade, 1920-1930, Angus & Robertson Limited, Sydney, 1931, pp. 95-105.

Johnson, W.R., The Call of the Land, Jacaranda Press, Brisbane, 1982.

Murphy, D. J., 'State Enterprises', in Murphy, D. J., Joyce, R.D. and Hughes, C. A., (Eds.), Labor in Power: The Labor Party and Government in Queensland 1915-57, UQ Press, St Lucia, 1980.

Strachan, R., and Scott, J., In Champagne Country: Stories and Photographs of People and Events in and Around Roma, Roma State School P & C Committee, new. ed. 1990, p. 66.



## Hibernian Hall, Hawthorne St, Roma, QLD, Australia

**Photographs:** None

**List:** Register of the National Estate

**Class:** Historic

**Legal Status:** [Indicative Place](#)

**Place ID:** 102051

**Place File No:** 4/09/164/0004

### **Nominator's Statement of Significance:**

The Hibernian Hall is significant:

For demonstrating the importance of Roma as a recreational centre for the surrounding region by its size, quality and usage.

As a good and intact example of a timber community hall in a major regional centre.

For its landmark quality on one of the major streets in Roma and the character which its form, scale and detail give to this area.

For its association with the Hibernian Society and with the social life of the town of Roma, being the venue for a diverse range of important events.

**Official Values: Not Available**

### **Description:**

History:

The Hibernian Hall in Roma is a large timber hall that survives virtually unchanged from when it was built and which has played an important role in the social life of the town.

The Hibernian Australasian Catholic Benefit Society was formed in Roma on the 24 April 1886 and had over thirty members within the first twelve months. This number grew to a maximum of 178. Benefit Societies provided members with an insurance against sickness and funeral costs by setting up a fund into which small regular payments were made and which could be claimed against at need. Members were also able to borrow money to finance a home. Such Societies also conducted events that contributed to the social life of the community. Roma Hibernians at different times promoted a Sports Day featuring foot races, held campdrafts and rodeos until 1946 and were involved in horse racing. They built their first hall, on the present site, in 1900. An open-air cinema was run on the area adjacent to the hall and was the venue for the first 'moving picture' show seen in Roma.

This hall burned down on 22 July 1931. A new hall designed by architects Cavanagh & Cavanagh was built by G.P. Williams at a cost of £3,120 and opened on 28 June 1932. The scale and facilities of the new hall guaranteed its place as the premier venue for important events in the town. The astonishing variety of these included 'balls, dances, fetes, concerts, protest meetings, farewell functions, election meetings, speeches by State and Federal Cabinet Ministers, religious festivals and art shows; its stage has presented a 50 member ballet company, a 60 member Gilbert and Sullivan company; drama, comedy, choral and school concerts, vaudeville and pantomime, and grand opera; generations of the town's debutantes have paced their demure

way to its stage to be presented.' The Hibernian Hall also served as a temporary venue for services when the new Catholic Church was being built and was the scene of sittings of the Supreme Court. It was sold to the Roma Town Council in 1976 for \$40,000 and continues in community use including roller-skating.

**Description:**

The Hibernian Hall is a large timber building, rectangular in form, roofed with corrugated iron. It has panels of vertical louvres running along the top of both side walls to aid ventilation. The stuccoed masonry facade creates the illusion of a two-storey interior with a central entrance shaded by a cantilevered awning and flanked by large sash windows on the ground floor. The upper section features a bay window with small windows shaded by iron awnings on either side.

The interior of the hall has a timber floor, suitable for dancing, and a decorative coved ceiling composed of strips of latticework. The former bio box for projecting films is constructed over the entry vestibule. A large stage and dressing rooms occupy the opposite end of the hall and were built over a supper room. There are wide timber bi-fold doors on either side of the hall, those on the south wall opening onto a promenade shaded by an awning. The open area beyond this, which was the site of the former open-air cinema, is now used as a basketball court and has a large canteen to the rear.

**History: Not Available**

**Condition and Integrity: Not Available**

**Location:**

Hawthorne Street, Roma.

**Bibliography:**

Tender notice, A & B Journal of Queensland, 10 October 1931

Strachan, R., and Scott, I, In Champagne Country: Stories and Photographs of People and Events in and Around Roma, Roma State School P & C Committee, new. ed. 1990.

Watson, L. & E., The Roma Story: The Exciting Story of a Famous Oil Town, Roma, 1965.

## Appendix B – Queensland Heritage Register Listings

### Greycliffe Homestead

#### Place Details

Place ID	600017
Place Name	Greycliffe Homestead
Alternative Name	
Place Classification	Built
Place Category	Pastoralism
Place Type	Homestead
Place Components	Residential accommodation - main house

#### Location

Property Name	
Address	48 Gladstone Road
Town / Suburb	BILOELA
Post Code	4715
LGA	BANANA SHIRE COUNCIL
Context Study Region	Central Queensland Region

#### Cultural Heritage Significance

Principal Period of Significance	1860s (historical) 1860s-1870s (fabric)
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Greycliffe homestead illustrates the pattern of early European exploration and settlement of Queensland where the development of pastoral properties preceded agriculture and the establishment of towns. As an early homestead in the Leichhardt Pastoral District, it has associations with the development of the pastoral industry in Queensland.

#### Criterion A

Greycliffe demonstrates the principal characteristics of an early homestead building constructed from materials found on the property and illustrates the building techniques traditionally used for such buildings.

#### Criterion D

The homestead is valued by the community as demonstrated by the project to preserve it as an important part of the history of the area, and it is associated with the historical society whose focus it has been since the late 1970s.

#### Criterion G

Greycliffe homestead is associated with the Nott family who, as early pastoralists, contributed to the development of the area.

#### Criterion H

#### History

Greycliffe homestead is a slab dwelling formerly on Greycliffe station and relocated to Biloela where it has served as the headquarters of the Banana Shire Historical Society association since 1979. Leichhardt explored the Callide and Dawson Valleys in 1844. Thomas Archer took up Eidsvold run and Charles Archer

#### History

moved further north settling in the region of what is now Biloela. Other European pastoralists soon followed them in the 1850s, when this district was still a part of New South Wales. In 1863 Frederick Barton took up Greycliffe. It is not certain when William Nott moved onto the run, but in 1871 he married Sophia Collins. Their first two children died, but in November 1875 Helen Brenda Nott was born and as she was the only one of their subsequent children not to have been born on Greycliffe, the Nott family may have moved to Greycliffe in 1876. In January 1877 Alfred David became the first of seven more children born on the property. In 1878 the lease was transferred to Frederick Brackner, but in 1879 Nott acquired the lease himself. In 1884 he took up further land and in later years further leases extended the run. The original form of the house was a large rectangular room with a fireplace at one end. This was extended and eventually included two bedrooms separated by a passage in the core section, an encircling verandah with subsidiary rooms and a detached kitchen. The rooms were ceiled with stretched calico and walls were decorated by gluing chintz directly to the timber. In 1903, William Nott died and the eldest of his surviving sons, William Ingliss, managed the property. His two brothers and a sister, Emma, served overseas in WWI while another sister, Jessie, helped to run the station. In the 1920s the homestead was repaired and the roof shingles were replaced by corrugated iron sheeting. In 1923, Frederic Nott and his family moved to Darling Plain and in 1924, Bill Nott also moved away, although Greycliffe remained in the family. In 1929 Sophia Nott died aged 83. Emma and a nephew, Robin Nott, lived on the property. In 1972 she died at the age of 92, being the last person to live in the homestead building. When Robin Nott also died, his wife and sons took over the running of the property. It was sold in the late 1970s. After the sale of Greycliffe station, the Banana Shire Historical Society feared that the vacant homestead might decay or catch fire. They therefore acquired the building in 1979 and removed it from the site in two sections. At the time this approach to preserving buildings was considered by many to be a valid way to save places valued by the community. It was relocated 37 kilometres away at Gladstone Road, Biloela where it became premises for the Society. It is open to the public by arrangement. The detached kitchen has not survived the move.

Description	
Designer Name	
Style	Vernacular
Period	Separation and consolidation (1860s)
Builder Name	
Construction Period	1863c -
Constuction Method	Frame - timber
Fabric (Exterior Structure)	Timber - slab
Fabric (Roof)	Metal sheeting - corrugated iron
Roof Form	Hipped

## Description

The former Greycliffe homestead is now located on the corner of Gladstone Road and Lawrence Street, Biloela. The site has several other buildings on it including a slab hut, a new timber shelter for machinery and a concrete toilet block. The homestead is a single storey timber building set on low timber stumps. The roof is hipped and clad in corrugated iron. The house is constructed of timber slabs on a pole frame and has an encircling verandah incorporating subsidiary rooms. There is a tourist office in the room on the front left hand side of the verandah. The rear verandah has storage rooms and a kitchen. At least one room has a modern steel security door and some rooms are lined with modern material. The core of the building consists of a large living room with a fireplace at one end. This has a simple timber mantelpiece and is brick lined. There are two bedrooms separated by a passage. The fabric ceilings have not survived the removal. There are timber steps to the front of the building and the rear is reached by a ramp.

Keywords

Keywords

Images and Maps

Images



## Kilbirnie Homestead

### Place Details

Place ID 600016  
Place Name Kilbirnie Homestead  
Alternative Name

Place Classification Landscape  
Built  
Place Category Pastoralism  
Place Type Homestead  
Shed/s  
Grave surrounds/railings

Place Components Fencing  
Burial/Grave  
Residential accommodation - main house  
Headstone  
Decorative finishes  
Kitchen/Kitchen house

### Location

Property Name  
Address Argoon-Kilburnie Road  
Town / Suburb JAMBIN  
Post Code 4702  
LGA BANANA SHIRE COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1880s-1900s (historical) 1884-1900s (fabric)

### Criterion A

Kilbirnie homestead illustrates the pattern of early European exploration and settlement of Queensland where the development of pastoral properties preceded agriculture and the establishment of towns. As an early homestead in the Leichhardt Pastoral District, which has remained in use, it has associations with the development of the pastoral industry in Queensland.

### Criterion D

Kilbirnie homestead complex provides a record of an evolving pastoral property from the slab buildings of first settlement in the 1880s to a comfortable house of sawn timber. It demonstrates the principal characteristics of such a homestead group well, comprising a main house with detached kitchen, associated outbuildings, graves and fences and illustrates the building techniques traditionally used for these.

### Criterion H

Kilbirnie homestead has a special association with the life and work of four generations of the Campbell family who, as early pastoralists, contributed to the development of the area.

### History

History The buildings comprising Kilbirnie homestead are a series of

vernacular timber structures erected by the Campbell family in the 19th and early 20th centuries. Leichhardt explored the Callide and Dawson Valleys in 1844. Thomas Archer took up Eidsvold run and Charles Archer moved further north settling in the region of what is now Biloela. Other European pastoralists soon followed them in the 1850s, when this district was still a part of New South Wales. In 1869, the Department of Public Lands authorised the opening for selection of land from the runs of Winterbourne and Thalberg on the headwaters of Callide Creek. They were approximately 23 square miles each. A Promise of Lease for the two areas passed quickly through several hands, but in 1877 both runs were leased to Thomas Cadell. Settlement in the area prospered and the service town of Banana was established in the 1860s. In 1880 the Banana Divisional Board was formed. On 12 May 1883 John Campbell applied for a 10-year lease on an area of 12 square miles from the Thalberg run under the Settled Districts Pastoral Leases Act of 1876. Campbell had arrived in Brisbane in 1873 when he was 23 years old. Soon after his arrival, he married his fiancée, Elizabeth Brydges, who had accompanied him from Ireland. After working briefly on a sugar plantation on the Mary River, he obtained a position working as a shepherd and general hand for Robert Bell on Dumgree Station. While working at Dumgree he obtained sheep of his own and ran them on land rented from Bell. Capital from the sale of these sheep allowed the Campbells to set up their own property. In 1884 Campbell was granted a 10-year lease for his selected land, which he called Kilburnie. After having prepared the materials needed, he began to construct a six roomed house, stockyard and fences on the land, with help from a bush carpenter named Bryce Kilpatrick. In 1885, when the house was completed, he was able to move his wife and children from Dumgree to their new home. The following year, 6 square miles, being about half of the Kilbirnie run was resumed. Campbell protested this on the grounds that it was unwatered and therefore unsuitable for selection. He was allowed to exercise his right of grazing on the land and in 1889 was offered a Occupation License for the resumed portion and subsequently held occupation licenses for the whole. Campbell raised cattle and Clydesdale horses at Kilbirnie and by 1892 had constructed stables and other outbuildings and had a horse paddock and a paddock under cultivation. He had also erected about 4 miles of fencing. The first house had been built directly on the ground and suffered extensive white ant damage, so that it was moved and rebuilt in 1901. It was possibly at this time that the rear of the building was clad in weatherboards. In 1902 a license to erect a hayshed and stockyard and to make a dam was granted. In 1903 a license to erect a house of 12 rooms was approved, the former house being now used as a kitchen wing. At this time, Kilbirnie was also a coach stop. Until Biloela was founded in 1924, Banana was the main town in the district. From 1897, mail had been delivered to the area by G H (Bob) Fry. By the early 1900s, demand was sufficient for him to



operate a 3-seater wagonette, known locally as Fry's mail coach, over the route between Gladstone and Banana. This took two days and the coach stopped at Kilbirnie for morning tea and a change of horses. This service continued until made redundant in 1928. In 1921 an anomaly was discovered between the land described officially as Kilbirnie and the land actually worked by Campbell. This was resolved in favour of the land in use. In 1924, 9267 acres were resumed in connection with the Burnett Settlement Scheme. At the time the property had grown to 48 square miles by the addition of land held by occupation lease. Elizabeth Campbell died in 1913 after having had eight children. John Campbell died in 1943 at the age of 98. The house continued in the ownership of family members, although it was unoccupied for some 20 years from the 1970s and an overseer was employed to care for the property. A new generation of family members, great grandchildren of John and Elizabeth Campbell, are now living in the house.

Description  
 Designer Name  
 Style

Period Late 19th century (1870s - 1890s)

Builder Name

Construction Period 1884 - 1903

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

Kilbirnie homestead is close to the Boundary Hill Mine Road and consists of a complex of timber residential and working buildings including a house, detached kitchen and several sheds. The site also has two graves. The main dwelling is a timber house raised on high timber stumps, which has had rooms built underneath. It has a hipped roof clad in corrugated iron. There is an encircling verandah to the upper level with a separate roof supported on timber posts. Subsidiary L-shaped bedrooms are built into each corner of the verandah so that there is an open section in the centre of each elevation. The handrail across these verandah sections is timber, with steel mesh filling the area below. This upper floor contains a living room, main bedroom and two smaller bedrooms in the core section. Original decorative colour schemes survive and include stencilled stylised iris on the upper walls of the living room and a stencilled dado in the bedroom to the north. On the ground floor the central section between the stumps is built in with vertical corrugated iron sheeting, creating four rooms including a dining room and storerooms. The area surrounding this core is concreted and serves as a verandah. There is a detached bathroom beside the house at the northwest corner. This is constructed of ripple iron with a curved corrugated iron roof. To the rear of the house, and connected with it by a covered walkway, is a single storey slab and weatherboard building set on low timber stumps. It has a gabled

roof clad in corrugated iron. A verandah runs between two projecting rooms along the long axis of the building facing the house. The rear of the building and the rear portion of the southern end have been clad in weatherboard. This building serves as a detached kitchen building, though it contains other rooms. The kitchen has been extended at the northern end and also into the verandah room on the northeast corner. Internal walls of corrugated iron divide the rest of the building into a store and large nursery room. This room has a series of polychrome stencils of 'Japanese' figures and birds applied as a frieze. The residential buildings are separated from the working buildings by a timber picket fence. There are three sheds surrounding a yard area to the rear of the kitchen building. The shed on the southern side of the yard has a pole frame and a hipped roof clad in corrugated iron. Two walls are of drop log construction and the building is open on two sides. The shed to the west of the yard is a rectangular building with a gabled roof and shallow side aisles, the southern side of which is open, the roof being supported by timber posts. The roof is clad in corrugated iron, as is the western wall. It has a pole frame and has walls variously of timber and corrugated iron. The building to the north of the yard has a gabled roof clad with corrugated iron and has a skillion roofed extension on its northern side. The main part of the building is constructed of dropped slabs with vertical slabs to the extension. The wall on the southern side has gates into the yard and this building may have housed animals. To the north of the complex are the burials of Elizabeth Campbell, who died in 1913, and of John Campbell, who died in 1943. The graves have matching headstones and are enclosed by decorative iron railing protected by a modern steel pipe enclosure

Keywords

Keywords

Images and Maps

Images



## The Glebe Homestead

### Place Details

Place ID	601774
Place Name	The Glebe Homestead
Alternative Name	Broadwater
Place Classification	Landscape Built
Place Category	Pastoralism
Place Type	Homestead

	Orchard
	Breezeway
	Yards - livestock
	Trees/Plantings
	Shed - machinery
Place Components	Views to Residential accommodation - shearers' quarters Paving Residential accommodation - main house Laundry / Wash house Garden/Grounds Tennis court

### Location

Property Name	
Address	Taroom-Cracow Road
Town / Suburb	TAROOM
Post Code	4420
LGA	BANANA SHIRE COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1900s-1920s (fabric, historical)
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The Glebe Homestead, completed by c1920, is important in illustrating the pattern of settlement in the Taroom district, being associated with the pattern of land resumption in the district in late 19th and early 20th centuries. The manner in which the homestead was constructed, over a number of years and from materials recycled or obtained from the property, reflects the impact of the Great War of 1914-1918, during which many rural communities in Queensland suffered materials and labour shortages, and the additional impact of the widespread prickly pear infestation on properties in the northwest Darling Downs, which created financial strain for many landholders.

Criterion A

Criterion B

A machinery shed on the site, which pre-dates the main residence, retains early bark lining beneath a corrugated iron roof, which is a rare surviving example of this form of construction.

Criterion C

The homestead has the potential to provide the opportunity for

further archaeological research, as many of the buildings have survived intact with early machinery and fittings. The remains of an early building, which may be the previous house, are apparent beneath the present main residence.

Criterion D

The homestead, which comprises a main residence, garden with mature trees and other early plantings, tennis court and outbuildings, is an intact and working example of an early 20th century pastoral head station, constructed during a period of financial, material and manpower shortages, and is important in illustrating its type. The main residence is important as a late example of sawn timber slab construction and of traditional interior finishes, illustrating how traditional bush construction techniques were sustained in rural Queensland for many decades after initial settlement. The idiosyncratic design illustrates an appreciation of local climate conditions, and the whole reflects the need for self-sufficiency and the shortage of materials and labour during the first world war.

Criterion E

The main residence, set within a garden of mature trees and other early plantings, and outbuildings have aesthetic significance engendered by the rustic materials and picturesque setting in an open rural landscape.

History

The Glebe Homestead, overlooking the Dawson River to the northeast of Taroom, was completed c1920. It is the second house on the property, erected after the first was destroyed by fire in 1915. It was built by and for the Rigby family, owners of The Glebe from 1900. Non-indigenous occupation of the Dawson River district followed explorer Ludwig Leichhardt's journey through the area in 1844, during his exploratory journey from Jimbour to Port Essington. Squatters soon followed, with a licence for Taroom Station issued in 1845. The town of Taroom, named after the station, was surveyed in 1860. Closer settlement commenced in the 1880s, with land resumptions and subdivision under the Crown Lands Act of 1884. Tenders to lease a pastoral holding known as Broadwater run (later The Glebe) were called in March 1851. It was not until November 1858 that the tender of George Bowman of Richmond was accepted for the 25 square mile run. The lease changed hands several times in the 1860s and 1870s. By the mid-1880s Broadwater was one of six runs comprising the consolidated run of Cockatoo Creek. No improvements had been made to the property and in 1888 Broadwater, along with three other Cockatoo Creek runs, was resumed for grazing selection. In August 1900 portions 14 and 15 (Grazing Farms 124 & 125) - a combined area of 29 square miles, formerly Broadwater run and with frontages to the Dawson River and Cockatoo Creek - were selected by George Beaumont Rigby, and named The Glebe. The property had very thick coolibah on the black soil river and creek flats, and dense brigalow, sandalwood and mulga scrub elsewhere. Rigby arrived in Taroom from England probably in the late 1870s.

History

He found employment on Carrabah (formerly Taroom) run, where he formed a partnership with the manager, GC Langhorne, to acquire the 90,000 acre run from the Queensland National Bank in 1881. Whilst living at Carrabah, Rigby married Marian Frances Crawford in 1884 and five sons and one daughter were born to them. The partnership between Langhorne and Rigby dissolved in 1900 and in August of that year Rigby and his wife took up The Glebe. Rigby later acquired several adjoining blocks: an occupation license for Mountain Block (10 square miles) in 1907; a lease on Springvale (16 square miles) in 1921; and a lease on Price Creek, a 14 square mile block east of Springvale, by 1925. By September 1901 the Rigby family were living in a tent on The Glebe. By 1908 the selection had been improved with a residence, woolshed (the Rigbys ran sheep in conjunction with cattle until the late 1940s) and cultivated paddocks; by October 1915 improvements included an iron-roofed residence, a kitchen garden, woolshed, machinery, fencing and cultivation. Soon after this survey, in December 1915, the Rigby residence was destroyed by fire and it took some years for the family to construct another home, which they built themselves from materials available on the property and using traditional construction techniques. Work on cutting and milling timber for the new house commenced almost immediately, but construction was slow. This was the time of the Great War in Europe. Two of the Rigby sons were serving overseas in the armed forces; there was a war-generated shortage of building materials; the property had to be run; and much time and energy was being invested in eradicating the prickly pear that infested The Glebe and other properties in the Taroom district prior to the introduction of cactoblastis larvae in the 1920s. During this period (1916-1919) the family resided in what is now known as the machinery shed, with its slab walls and bark roof overlaid with sheets of corrugated iron. By early June 1921, when an appraisal of rent was made by the Lands Department, The Glebe homestead comprised a new house . . . 7 rooms, services laid on from 5000 gallon tank supplied from river, outbuildings etc. Descendants understand that the new house was designed by Florence Mary Rigby - George and Marion's only daughter - with the main bedroom and living room separated from the rest of the house by a wide breezeway, which, though housed under the same roof, was open at both ends. A 1923 photograph was taken at The Glebe to commemorate a visit by the then Governor, Sir Matthew Nathan. This and other photographs of the period 1920s to 1940s show the house largely unchanged, with the exception of a small bedroom later enclosed at the southwest corner of the verandah. By at least the 1930s, a Chinese market gardener had established a vegetable garden on land between the house and the river, but this is not known to have survived the 1940s. By the late 1930s an air-strip had been cleared just south of the house. George Beaumont Rigby died in 1931 and Marion Rigby in 1937. George had been very active in district affairs. He was an auditor of the Taroom District Hospital (established 1896), a

position he held until his death, and was instrumental in establishing the Taroom Agricultural and Pastoral Society in the late 1890s. He was also a long-serving member of the Taroom Divisional Board (later Taroom Shire Council). The property remained in the Rigby family for over a century, until resumed for dam purposes early in the 21st century. The woolshed was destroyed by fire in 1997.

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Construction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Early 20th century I (1900s - 1910s)

1900c - 1920c

Description

The Glebe Homestead is located approximately 40km northeast of Taroom, on a low sandy ridge overlooking the Dawson River to the northwest. The homestead complex comprises a single-storeyed timber residence with early garden, tennis court and orchard; a two-storeyed shearers' quarters; a machinery shed; a c1960s cottage clad with fibrous cement (not considered to be of heritage significance); and cattle yards to the south of the timber residence. Timber residence and garden The residence is constructed of horizontal drop slabs of sawn Moreton Bay Ash (*Eucalyptus tessellaris*) housed in recessed sections of vertical timber members. The whole is elevated on low timber stumps, and the charred remains of earlier stumps are extant beneath the house. The original layout of the residence is evident: four rooms (two on each side of a narrow passageway which opens off the southwest side of the building) separated by a wide breezeway from two larger rooms to the northeast, with wide verandahs to the southeast and northeast. A bungalow-style hipped roof clad with corrugated iron sheets comes down low over the verandahs, where it is supported on regularly spaced squared timber posts with later cast iron brackets. Several pairs of French doors open onto the verandahs from the interior. On the northwest side of the house is a small corrugated-iron gable roof over the northwest timber entrance steps to the breezeway. This breezeway is now enclosed with panels of doors and windows at either end. A later bathroom has been added to the northwest corner of the house, and a bedroom to the southwest corner, enclosing an existing verandah space. Internally much of the timber partitioning is lined with hessian and papered, and other timber walls are oiled with a mixture of linseed oil and turpentine. The timber ceilings have been covered in some places with fibrous cement sheeting. A large fireplace in the living/dining room has a timber surround. The house retains an extensive garden area, with early plantings including a plumbago hedge on the northeastern fence, a jasmine

hedge along the northwestern fence, a climbing rose (*Senica alba*) near the northwest entrance to the house, and several early varieties of bougainvillea and crepe myrtle (*Lagerstroemia* sp.). Just outside the fenced garden are three jacaranda trees (*Jacaranda mimosaeifolia*), two of which define what was once the main gate into the garden. To the southwest of the garden is an unsealed tennis court, which has a high fence of wire mesh supported by timber saplings. Remnants of an early orchard adjoin the northeastern garden fence. To the west of the garden is a row of early pepper trees (*Macropiper excelsum*). Outbuildings To the southwest, separated from the main residence by an area of cement-set stone paving, is a small timber framed and timber-clad laundry. Attached to this is a timber-framed, fibrous-cement sheeted shed. Further to the southwest, beyond the house yard, is a machinery shed that pre-dates the house. This is partially of slab construction and retains an early galvanised-iron gabled roof insulated with bark lining. It has skillion-roofed extensions along each side. Nearby is the former two-storeyed shearers' quarters, a gable-roofed, timber-framed building clad with sections of timber board and sheets of corrugated iron.

Keywords

Keywords

Images and Maps

Images





## Leichhardt Tree

### Place Details

Place ID	600835
Place Name	Leichhardt Tree
Alternative Name	
Place Classification	Landscape
Place Category	Exploration/Survey/Early settlement
Place Type	Blazed Tree/Dig Tree
Place Components	Memorial - plaque Signage - interpretative

### Location

Property Name	
Address	Yaldwyn Street
Town / Suburb	TAROOM
Post Code	4420
LGA	BANANA SHIRE COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1844 (Historical)
Criterion A	Leichhardt's exploration of the Dawson River area paved the way for rapid pastoral expansion in the Leichhardt district from the mid-1840s to the early 1850s.
Criterion E	Estimated to be around 300 years old, the Leichhardt Tree is a familiar landmark in the town of Taroom, making a significant contribution to the streetscape of the town, well-known to all residents and often photographed by travellers.
Criterion G	Estimated to be around 300 years old, the Leichhardt Tree is a familiar landmark in the town of Taroom, making a significant contribution to the streetscape of the town, well-known to all residents and often photographed by travellers.
Criterion H	The Leichhardt Tree at Taroom is important for its association with Prussian explorer FW Ludwig Leichhardt, who played an important role in early non-indigenous exploration of the Australian interior, particularly with his epic journey from the Darling Downs to Port Essington, which contributed significantly to European knowledge of the Queensland landscape.

### History

History	The Leichhardt Tree in Taroom, in the upper Dawson River district, is named for its association with the explorer Friedrich Wilhelm Ludwig Leichhardt, who is thought to have blazed this tree during his expedition north from the Darling Downs to Port Essington in 1844-46. Leichhardt, born in Prussia in 1813, was a student of philosophy, languages and natural sciences. He journeyed to Sydney in 1841-42 with the expressed intention of exploring the
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interior of Australia, and studied the geology and botany of the Sydney district before undertaking exploratory journeys between Newcastle and the Moreton Bay district in 1843-44. By mid-1844 Leichhardt was hoping to join a planned official government expedition from Sydney to Port Essington, but impatient with government delay and uncertain as to whether such an expensive expedition would be given official approval, Leichhardt mounted his own expedition, funded by squatter subscriptions. Leichhardt and 5 volunteers sailed from Sydney for Moreton Bay, where they were joined by 2 more men, and by another 2 on the Darling Downs. The party left Jimbour Station, on the edge of the settled district of the northern Darling Downs, on 1 October 1844. By early November they had reached Juandah [Wandoan], where Leichhardt decided to reduce the party by two, these men returning to Jimbour. Continuing north, Leichhardt reached the Dawson River [named by Leichhardt in honour of a Hunter Valley settler], crossing it where the town of Taroom now stands. Of the Dawson Valley, John Gilbert, a naturalist in Leichhardt's party, wrote: One of the most beautifully picturesque and extensive scenes met our anxious gaze. The immediate vicinity of the hills was like park scenery - clear undulating hills, with here and there small clumps of brigalow [sic], while the sides of many of the hills were dotted with single scrubs, as if picked out by hand. Beyond this to the westward, and round as far as we could see to the E.S.E was a carpet of evergreens for six or seven miles and then the high ranges rose up and formed a beautiful background to the most pleasing natural picture we have seen. It is thought that Leichhardt camped on the southern side of the upper Dawson, where Pemberton Hodgson, tracing Leichhardt's track in mid-1845, found 3 large gum trees blazed with the letter L. The coolibah surviving in Yaldwyn Street, Taroom - with the blaze LL.1844 once visible - may have been one of these trees. In 1916 one L and part of the year 1844 was still discernible, but bark had grown over part of the date and the second L. In the mid-1970s the blaze was just discernible although unreadable, but it is no longer visible. Leichhardt crossed the Dawson and stayed at Palm Tree Creek for several days before continuing westwards to Robinson's Creek, then crossed the Ruined Castle Creek area and the Expedition Ranges to the northwest. In late June 1845, John Gilbert was killed in an attack on the camp by Aborigines, but the remainder of the party survived and reached Port Essington, near Darwin, on 17 December 1845, completing an overland journey of nearly 3,000 miles [4,800 kilometres]. They returned to Sydney by ship in March 1846. Leichhardt's journey, and the explorations of Pemberton Hodgson in 1845, did much to open the way to further non-indigenous settlement in southeastern Queensland. Even before Leichhardt's journal of the expedition was published in 1847, word had spread of the rich pastures of the Dawson River district, encouraging squatters such as the Archer brothers [1850] to explore the area more closely. By November 1845, Taroom Station had been taken

up, and by the time the Leichhardt pastoral district of 40,000 acres was proclaimed in 1854, most of the country had been taken up for pastoral purposes. The township of Taroom developed at the Dawson River crossing at the junction of several squatter tracks - one leading over the Great Dividing Range to Juandah, one through the Auburn Range to Gayndah, and one south to Roma, and developed slowly as a staging post between Roma and Rockhampton. A post office was established at Taroom in 1853, a courtroom gazetted there in 1857, and the town was officially surveyed in 1860. At least two other blazes have been marked on the Leichhardt Tree. In 1893 the Dawson River flooded, reaching to the base of the Leichhardt Tree in Taroom. This level was marked on the tree, but is no longer visible; also a surveyor's blaze had been marked on the tree by August 1916. In 1925 the Irrigation and Water Supply Department surveyed the area for a proposed dam site, at which point another blaze supposedly was inscribed on the tree - again no longer visible. By the mid-1970s, the tree had been heavily lopped and was suffering severe insect damage. In 1979 several cavities caused by previous lopping and breakage were plugged and sealed to prevent further rotting, and the tree has successfully regenerated.

Description

Designer Name

Style

Period

Mid-19th century (1840s - 1860s)

Builder Name

Construction Period

1844 - 1844

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

The town of Taroom is located where the Leichhardt Highway crosses the Dawson River, and the Leichhardt Tree is located about 150 metres up a steadily inclining slope from the bed of the Dawson River, on the west side of Yaldwyn Street reserve in Taroom, between Dawson and Kelman Streets. Yaldwyn Street forms part of the Leichhardt Highway, connecting Roma and Rockhampton, and is the main road in and out of Taroom. Although the tree's root system is largely covered by bitumen road, footpath paving and nearby commercial buildings, the tree appears to be in good condition. The tree is a mature coolibah [*Eucalyptus microtheca*], indigenous to the Dawson River district. It has a height of about 14 metres, and a canopy spread of about 13 metres. Its age is estimated to be at least 300 years. A sign placed in the branches of the tree reads LEICHHARDT TREE, but all blazes have been overgrown by the bark. A plaque attached to the tree is inscribed: Leichhardt,, the explorer, passed over this track and marked this Tree in 1844. At the foot of the tree, facing east to the street, is a small concrete block with a metal plaque attached,

on which is inscribed: THE LEICHHARDT TREE THE EXPLORER  
LUDWIG LEICHHART MARKED THIS TREE IN 1844 "LL.1844"  
DURING HIS OVERLAND JOURNEY FROM JIMBOUR  
QUEENSLAND TO PORT ESSINGTON NORTHERN  
TERRITORY THIS SETTING PROVIDED BY TAROOM LIONS  
CLUB

Keywords  
Keywords

Images and Maps

Images



## Lilyvale Stand Monument

### Place Details

Place ID	602167
Place Name	Lilyvale Stand Monument
Alternative Name	
Place Classification	Built
Place Category	Monuments and Memorials
Place Type	Memorial/Monument - event/activity
Place Components	Plaque Memorial - wall

### Location

Property Name	
Address	Lilyvale Road
Town / Suburb	CAPELLA
Post Code	4702
LGA	CENTRAL HIGHLANDS REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1990s (fabric) 1997-1999 (Historical, protest period)

#### Criterion A

The Lilyvale Stand Monument, constructed in 1998, is significant as a physical reminder of Australia's longest running dispute in the black coal industry with a protest line that continued uninterrupted for a total of 22 months, from October 1997 until August 1999. It demonstrates the pattern of Queensland's industrial history whereby Unions and workers resist the implementation of industrial legislation which they consider unfavourable to them.

#### Criterion B

The Lilyvale Stand Monument is also significant as it was constructed during the days of the protest line by members of the Lilyvale Stand, from materials obtained from the general area, rather than as a retrospective tribute to the protest line members. Strike memorials are uncommon in Queensland and those built on site during the dispute are particularly rare.

#### Criterion G

The Lilyvale Stand Monument is significant for its strong social significance, particularly for its association with the workers from the Gordonstone Coal Mine, the Construction, Forestry, Mining and Energy Union, and the families, friends and supporters of the mine workers who constructed it, as a representation of their determination to fight a retrenchment decision that the Australian Industrial Relations Commission later ruled to be a case of unfair dismissal.

### History

#### History

The Lilyvale Stand Monument was constructed in 1998 by a group of dismissed mine workers from the Gordonstone Coal Mine [later renamed by Rio Tinto to Kestral Coal Pty Ltd]. Following their

dismissal, the mine workers commenced a protest line in early October 1997, which was to continue for 22 months, until August 1999, becoming Australia's longest running black coal dispute. The Gordonstone Coal Mine, an underground coal mine located approximately 62 kilometres north-east of Emerald, commenced operations in 1992. The life of the mine was thought to be circa 25 years, with the project being undertaken as a joint venture by ARCO, an American oil company; Mitsui a Japanese coal trader and, Australian company, MLC. ARCO was the senior partner with 80% ownership. At the time, over \$500 million was invested in the project. By 1996-97, total raw coal produced at Gordonstone Coal Mine was 4.4 million tonnes, breaking world production records for an underground coal mine. Shortly after the Federal Workplace Relations Act became law in mid-1997, 312 miner workers at the Gordonstone Coal Mine were dismissed, as the miners were not interested in accepting the company's direction that mine workers surrender conditions in their certified Enterprise Bargaining Agreement [EBA]. The 312 mine workers, members of the Construction, Forestry, Mining and Energy Union [CFMEU], resisted the company's attempts for them to agree to new terms, considering them unacceptable. The new agreements were products of the Federal Workplace Relations Act of 1996, which established Australian Workplace Agreements as individual contracts between employer and employee instead of collective bargaining through Enterprise Bargaining Agreements. Considerable industrial trouble has resulted from enforcement of this provision. By September 1997, two employees had accepted individual contracts, with the other 310 opting to remain with the EBA. With negotiations faltering, ARCO made the decision, on 1 October 1997, to retrench the entire production and engineering workforce of 312 employees. The mine workers subsequently set up a protest line on 6 October 1997. The protestors continued a 24 hours a day, 7 days a week protest that was to last for 22 months, becoming Australia's longest black coal industry dispute. ARCO had kept on a management team of over 100 and commenced recruiting a new workforce. The Australian Industrial Relations Commission [AIRC] ordered that the company give preference to former workers. The company refused to reopen the mine on those terms. The Gordonstone Coal Mine sat idle and in February 1998, the AIRC found that the dismissals had been unfair and ordered ARCO to pay compensation. The workers were awarded Australia's largest unfair dismissal ruling, leading to a payout of \$4.6 million to 282 of the retrenched employees who brought applications to the AIRC. In October 1998, companies wholly owned by Rio Tinto Limited negotiated to purchase the mine. The intention of Rio Tinto was to recommence mining operations utilising a new workforce not connected to the CFMEU. The CFMEU argued that Rio Tinto should re-engage the entire workforce that had previously been dismissed by ARCO, with proceedings commencing in the AIRC to obtain such a result. Rio

Tinto claimed that the dispute was one between the CFMEU and Gordonstone Coal Management Pty Ltd, and that it was not involved. The ruling was made that Rio Tinto should be made a party to proceedings. In the meantime, the protest line continued. When Rio Tinto Limited acquired the mine, the numbers on the protest line increased. It was during protracted legal actions that the members of the protest line decided that a reminder of its struggle was in order and set about designing and building a monument. The construction of the monument also served to assist the protestors in overcoming what was increasingly a frustrating and tedious daily existence as the legal battle associated with the retrenchments was being carried out in the AIRC and the Federal and High Courts. Members of the protest line gathered the materials for the monument, including stones and petrified wood, from the surrounding area. Concrete required for mortar was donated to the protest group. Construction of the wall took approximately four months and was completed by November 1998. A ceremony to bless it was organised, to be followed by a day rally in Emerald. Initially, the local Roman Catholic priest was approached to undertake the blessing, however, he declined as the congregation was divided in its opinion over the Gordonstone mine issue. Eventually, the Captain of the Salvation Army, Steven Metcher, agreed to perform the blessing. The Salvation Army, particularly Captain Metcher, had over the previous year, assisted with the counselling of many families who had been affected by events at the mine. The wall was officially blessed on 22 November 1998 with speeches being made by representatives of workers throughout Australia. With the contract of purchase completed on 10 February 1999, Rio Tinto took over the control of the mine and immediately reopen it using a 'scab' workforce [the derogatory term given to a person or employee willing to cross a picket line]. This action aggravated the protest line and through the assistance of families, friends and associated groups and Unions, the numbers on the Lilyvale Stand [as it became known] increased once again. The protest line attempted to stop the non-union workforce entering or leaving the mine site - resulting in over 280 people being arrested over the next four months, including Labor MP, Jim Pearce, a former coal miner. On 10 August 1999, the members of the Lilyvale Stand decided to remove the picket line, following a Supreme Court injunction preventing the protesters from stopping workers entering or leaving the mine, which had been renamed by Rio Tinto from Gordonstone Coal Mine to Kestral Coal Pty Ltd. It is estimated that over 5000 people, including mine workers from Tasmania, Western Australia and the Northern Territory, visited the picket line throughout the 22 month protest.

Description  
Designer Name  
Style  
Period

Unknown



Builder Name  
Construction Period 1998 - 1998  
Construction Method Random stone  
Fabric (Exterior Structure) Stone  
Fabric (Roof)  
Roof Form

Description

The Lilyvale Stand Monument is a wall addressing both the Lilyvale Road [Gregory Mine Road] to the north and Kestral Coal Access Mine Road to the east. The wall is approximately six metres along both the northern and eastern sides. It is approximately 1.2 metres high and one metre wide. The wall is constructed predominantly of large stone blocks concreted together, with a large face stone, placed at the intersection of the wall lengths, addressing the Gregory Mine Road. The face stone contains spaces for four plaques [Currently, all four plaques are missing, however new plaques have been prepared and will be affixed to the wall in the near future]. Some pieces of petrified timber have also been used in the construction of the wall. The Lilyvale Stand Monument is situated approximately three kilometres away from the Kestral coal mine.

Keywords  
Keywords

Images and Maps

Images



## Emerald Railway Station Complex

### Place Details

Place ID 600490  
Place Name Emerald Railway Station Complex  
Alternative Name  
Place Classification Built  
Place Category Transport - Rail  
Place Type Railway station  
Office/s  
Railway station  
Platform  
Shed - machinery  
Carriage shade (railway)

### Place Components

Views to  
Platform canopies/awnings (railway)  
Ticket box/office  
Foyer - entrance  
Views from  
Residential accommodation - staff quarters

### Location

Property Name  
Address Clermont Street (Capricorn Highway)  
Town / Suburb EMERALD  
Post Code 4720  
LGA CENTRAL HIGHLANDS REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1900s (fabric, historical)

### Criterion A

Emerald and Longreach are two of the largest towns in Queensland which were established as a result of being made the site of a railway station, rather than the railway being built to serve the town. The Emerald station building group with weighbridge and houses expresses through its architecture and close association with the main street and war memorial (recently removed), the importance of the railway to the township in 1900 and thereafter.

### Criterion D

Its design is attributed to Henrik Hansen and it represents a high point in his career with the Chief Engineers branch as 'draftsman deputed to plans for building construction'.

### Criterion E

The building is of distinctive design although forming one of a small group and represents its culmination given the existence of pavilions at either end.

### Criterion F

(Criterion under review)

### Criterion H

(Criterion under review)

### History

## History

The Central Railway was extended from Comet to Emerald on 19 May 1879. Emerald was chosen as a point for branch lines to Clermont (1884) and Springsure (1887) to save building separate lines to each and to enable the main line to be extended due west. Although the railway extended west to Withersfield on 20 October 1880, its position as railway junction and depot ensured that Emerald grew to become a major regional centre. The name Emerald was taken from a nearby property, Emerald Downs. In 1880 a goods shed and sheppyards were erected, and a coal stage in 1881. In 1882 an engine shed, fitting shop and smithy were erected. By 1885, with the building of the Clermont branch, a small repair shop and a new coal stage had also been built. In 1895 a contract was let for extension of the engine shed. Nothing is known of the original station building except that its removal to Raglan and Bajool was approved in 1903. . When Rockhampton Chamber of Commerce was advised in 1898 that a new refreshment room was to be built at Emerald, the Chamber pointed out the need for a new station building with a raised platform at this growing town. They were successful and a contract for the new station was awarded to Thomas Moir on 24 October 1900. The building design was signed by Henrik Hansen. A new engine shed was built alongside the earlier one in 1926. This structure has since been demolished and a new building provided over the inspection and drop pit in 1983. It serves today as a wagon shed. Another shed having a bow string trussed roof similar to the original engine shed of 1882 is insitu and may have been built with parts obtained from this building or the original carriage shed. It was noted in 1964 that work had begun painting the station building. A fire in 1968 damaged the western (refreshment room) section of the station building. The building was subsequently repaired. The station building was listed by the National Trust in 1972. The refreshment rooms were reported to have been closed in May 1985. The station building was refurbished in February 1986, with the former refreshment rooms being used as offices and the platform shade being shortened by 1 metre.

## Description

Designer Name

Style

Classical

Period

Early 20th century I (1900s - 1910s)

Builder Name

Construction Period

1900c - 1901c

Constuction Method

Frame - timber

Fabric (Exterior Structure)

Timber

Fabric (Roof)

Metal sheeting

Roof Form

Hipped

## Description

The station building and yard dominates the south side of the main street (Clermont Street). The station building, though very similar to earlier buildings of this group at Mount Morgan (1898) and Archer Park (1899), is distinguished by the semi-circular roof to

the central portico which is in other respects similar to its precursors. Flanking pavilions are also distinctive elements having window shades and pedimented treatment with louvred lunettes, repeating the motif established by the central portico. The roadside verandah has cast iron columns and is partially built-in. The platform shade, unlike the carriage shades of the earlier designs has cast iron posts with a curved roof, comparing with South Brisbane (Melbourne Street) and Wallangarra. Accommodation consists of the central vestibule with former booking office and station masters office to the east (now office for maintenance staff and the stock officer) and former refreshment rooms to the west (now station offices). The recent interior fit-outs are generally unsympathetic although it is understood the original ceilings are insitu. Later quarters for refreshment room staff are attached at the west end. The goods shed is a 20 x 60 foot gable roofed timber frame c.g.i. clad building with 2 doors to each side. The double rail weighbridge faces the passenger platform. The houses are contributory and also face the passenger platform from across the yard. The westernmost of the 3 is elevated with pyramidal roof, peripheral verandah and is relatively devoid of ornamentation. The present rolling stock depot includes a recent wagon shed erected over the site of the original engine shed drop pit which is stone and brick lined, and another shed 7 bays long with concrete floor slab and pit to a single siding and surmounting bow string truss roof.

Keywords  
Keywords

Images and Maps

Images



## Springsure Hospital Museum

### Place Details

Place ID	600025
Place Name	Springsure Hospital Museum
Alternative Name	Springsure Hospital
Place Classification	Built
Place Category	Health and Care Services
Place Type	Hospital - district
Place Components	Out building/s Hospital

### Location

Property Name	
Address	13 Woodbine Street
Town / Suburb	SPRINGSURE
Post Code	4722
LGA	CENTRAL HIGHLANDS REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1860s-1870s (fabric) 1860s-1930s (historical)

#### Criterion A

Erected c1868, the former Springsure Hospital is important in demonstrating the development of health facilities in 19th century Queensland. The hospital was erected as a local initiative and managed by a voluntary committee. The building is significant in that it illustrates the rapidity with which the principles of the pavilion plan were adopted in Queensland. The first hospital constructed to the pavilion plan had only opened in Paris in 1854. The plan had only become widely accepted in Britain in the mid 1860s following the efforts of Florence Nightingale and others to promote the advantages that the plan incorporated for the sick. The former Springsure Hospital is significant as a rare surviving example of a hospital complex erected in the 19th century. Of more than 90 public hospitals erected in Queensland in the 19th century, only ten buildings are known to survive. Within this group, the former Springsure Hospital complex is the only example of a small cottage type hospital that combined a small pavilion ward with other facilities in the one main building. Not only is the former Springsure Hospital the first inland hospital constructed in Queensland it is also Queensland's oldest surviving hospital designed on the pavilion plan. While an extensive number of pavilion plan hospitals were constructed, few have survived development in the 20th and 21st centuries.

#### Criterion B

#### Criterion D

With its verandah encircling three sides of the main ward and with French doors to the northern and southern sides of the building, creating cross ventilation, the former Springsure Hospital is significant as a good example of the pavilion plan design which

## Criterion G

aimed to promote cross ventilation and sanitation for the benefit and recovery of patients. Not only does the hospital incorporate the latest hospital design of its time it was also adapted to take into account the climatic conditions of inland central Queensland. The former Springsure Hospital, now the Springsure Hospital Museum, is valued by the community for the role it played in the establishment of health services and in the provision of medical training facilities. The site is important to the people of Springsure and surrounding area for its role as the principal site of public health care, the birth, life and death of the people of the area and in providing recreational facilities following its decommissioning as a hospital. Such facilities were valued not only for their functional role in caring for the sick, but also as symbols of progress and as evidence of civilising forces at work. The former Springsure Hospital is valued by the community as one of the earliest surviving buildings in the district.

## History

## History

The Springsure Hospital was constructed in c1868, as a response to the needs of the local community. In 1844 Leichhardt traversed an area to the east of what is now Springsure, naming the Expedition Range, Albinia Downs and Comet Creek as he went. Some two years later Major Mitchell entered the area and named further features in the classical style (such as Salvator Rosa) while the following year Leichhardt attempted to explore the area again but was forced back by floodwaters. While the Leichhardt Pastoral District was officially opened up to settlement on 10 January 1854, William Landsborough subsequently in 1858 explored the Comet River through to the area that is now Springsure. In 1863 surveyor Charles Gregory laid out the plan for Springsure, the town reserve taking in an area of 50 square miles centred on the springs of Springsure Creek. As pastoral enterprises proved successful, more and more settlers streamed into the area and by the time the 1864 census was taken the Springsure Police District recorded a total of 720 persons, 619 of them male, with only 34 of the 720 people actually residing in the township of Springsure. By the late 1860s it became apparent that a hospital was needed in the district. The Springsure Hospital was erected c1868 as a response to needs of the local community who set up a committee of volunteers to manage the project. The hospital was to be run by governors, each governor to subscribe a minimum of one pound per year towards the running of the hospital. From those subscribers, a committee responsible for the affairs of the hospital was to be elected, the committee to be comprised of a president, a secretary and other officers. On 7 October 1868, William Henry Hinton, Louis Meyer and George Pultney Malcolm Murray were appointed trustees. Patients able to pay for their treatment would be required to do so whereas those unable to afford treatment would receive the medical care required regardless. In 1868, the hospital was opened. Its feature characteristics were those of the pavilion plan, a plan

first designed and implemented in France in the mid 19th century. The Lariboisiere Hospital had opened in Paris in 1854. Following promotion of the pavilion plan by Florence Nightingale who recognised its advantages for the recovery of soldiers suffering from the effects of the Crimean War, almost all hospitals constructed in Queensland in the 1860-1880 period were built to incorporate the features of the pavilion plan. The principal design characteristics of the pavilion plan were to provide good ventilation and sanitation for the benefit and recovery of patients. The Springsure Hospital was no exception and today is the oldest surviving hospital constructed on the pavilion plan in Queensland and is the first hospital constructed in inland Queensland. The hospital was erected as a small cottage type hospital that incorporated the pavilion plan ward with other facilities including an office, surgery, dispensary and a store within the one main building. At its inception the hospital comprised a brick building with a shingle roof with its main section housing a ward that accommodated six beds. To promote cross ventilation, French doors were located along the northern and southern sides of the main ward, with a verandah encircling three sides of the ward. Each of the beds was positioned between each set of French doors to ensure that the patients were afforded adequate ventilation. Initially a husband and wife team, Thomas and Ellen Cahill were appointed as wardsman and matron and continued in these positions until the mid 1870s. In 1871 the census for the Springsure Police District recorded 1098 people, 370 of whom were residing in the township of Springsure. In that year the doctor treated a total of 48 cases and the government 'helped out' with a contribution of £300. Accordingly in the 1870s the hospital was expanded to meet the growing needs of the community with an extra ward added in 1879 to bring the number of beds to seventeen. The central Board of Health requested that the Hospital Board appoint a health officer at its own expense but the Board refused stating that a health officer was unnecessary as Springsure was a healthy and well-drained district. When banks crashed in the 1890s the Hospital Board had its money locked up and as a result was forced to arrange overdraft. Despite this by 1897 the Hospital Board was in a position to employ its first trained nurse, Miss Alice Kemp and in 1900 as a response to a Central government requirement that Boards take positive action Dr Neilson was appointed health officer at a cost of £25. Despite the hospital having been in operation since the late 1860s it was not until 1902 that the deeds to the land were received. The 1884 Health Act made local governments responsible for the treatment of infectious disease, mainly because of the "miasma" theory of disease transmission, which blamed infectious diseases on noxious vapours arising from poor sanitation and bad drainage - both local government responsibilities. This also gave Councils responsibility for inoculations such as the program organised by the Bauhinia Shire Council in response to the 1919 flu epidemic. Councils were also



expected to provide hospital wards for the treatment of infectious diseases. In 1920 the Bauhinia Council provided £200 to the hospital to make improvements to the isolation ward. Expansion continued apace with the erection of separate staff quarters in 1914. Improvements to the district's health services continued throughout the 1920s with establishment of an ambulance brigade and with Miss Hammond opening Westray as maternity home in 1921. As part of a statewide response by the government to the Maternity Act 1922 and as existing facilities were becoming less than adequate, in 1924 the State Government constructed a maternity ward at the Springsure Hospital. In 1925 a new complex housing wards and a kitchen was constructed adjacent to the 1868 brick building. Although the State Government was providing some health facilities for the Springsure community, in 1923 local authorities were expected to meet some of the shortfall between income and expenditure for their local hospitals through precepts, such as the £100 provided in 1924 by the Bauhinia Shire Council. The Council continued to take responsibility for inoculation campaigns, providing diphtheria inoculations for the community free of charge in 1931. . Local government responsibility for hospital finances only ceased after the Hospitals Act of 1945. When the depression affected the financial status of the hospital to the point where it was likely to close a public meeting was called to make arrangements for a further input of voluntary contributions. Strong hostility towards the possibility that the hospital could come under the control of the state in the late 1930s instigated the Bauhinia Council to pledge a £400 per annum to ensure that the hospital continued to be maintained under the voluntary system When a new hospital was constructed in 1938 the former hospital building was used for recreation and as a dance hall for the nurses. During the 1970s new staff quarters were erected and in the 1980s when the original brick building was identified as being surplus to the needs of the Hospital Board the site was subdivided. A reserve was created comprising the 1868 building and the adjacent 19th century timber annex. The Bauhinia Shire Council was appointed trustee. Restoration work was undertaken in 1988 and on 19 August 1989, the Honourable Mike Ahern MLA, Premier and Treasurer of Queensland opened the Springsure Hospital Museum. The Museum is furnished to resemble an early rural hospital; it has a collection of medical equipment, photographs and other records. In 2004-2005 the Springsure Hospital Museum is closed to the general public for safety reasons.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method

Separation and consolidation (1860s)

1868 - 1879

Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

The former Springsure Hospital, now the Springsure Hospital Museum, is situated at 13 Woodbine Street, Springsure, located adjacent to the present Springsure Hospital. The building demonstrates the principal characteristics of a Queensland hospital in that it stands on elevated ground away from the town centre. The Victorian Georgian style building is substantially intact and is comprised of a single storey brick building with an attached timber annex. The main brick building constructed c. 1868 comprises two sections. The western section is the former six-bed ward designed on the pavilion plan. Offices and a storeroom are located within the eastern section and a verandah extends the full lengths of the main elevation, the western elevation and part of the northern elevation. The building is constructed of locally manufactured bricks in English Bond style with stonework forming the foundations beneath floor level. The stonework of the foundations has been used to level the floor of the main building, as there is a fall in slope to the west; the eastern section of the building is at ground level, the western section is on timber stumps. The main room that is the former ward area demonstrates the principles of the pavilion design with its promotion of sanitation and cross-ventilation. The ward is designed to accommodate six beds of single depth against the walls each bed would have had a French door between it and the next bed. There are three French doors, each with a window above on each of the southern and northern elevations, each of the doors opening to the verandah. The building has three fireplaces, a feature that is rare for Central Queensland. Two of the fireplaces are in the ward, the third in the former office. The eastern section of the main building comprises two rooms on the south and two small rooms with an open passage between on the northern side. A modern toilet is located on the northern verandah. Quoins are a feature of the main building on the western side and sash windows feature flat arches and keystones. Gothic style scalloped timber bargeboards decorate the steeply pitched roof of the main building; the roofline over the verandahs is a less steep pitch, the entire roof being of corrugated iron overlying well preserved wooden shingles. The annex is situated immediately to the west of the main building and is of two rooms with a verandah along the eastern elevation with a decorative spandrel along its western edge. The timber-framed building weatherboard clad and roofed with corrugated iron features external framing on the southern and eastern elevation. The grounds in front of the complex are landscaped with native shrub and trees.

Keywords  
Keywords

Images and Maps

Images



## Old Rainworth Stone Store, via Springsure

### Place Details

Place ID	600026
Place Name	Old Rainworth Stone Store, via Springsure
Alternative Name	Old Rainworth Fort Rainworth Head Station Store
Place Classification	Built Archaeological
Place Category	Pastoralism
Place Type	Store / Storehouse
Place Components	Cellar Store/s / Storeroom / Storehouse

### Location

Property Name	
Address	Wealwandangie Road
Town / Suburb	SPRINGSURE
Post Code	4722
LGA	CENTRAL HIGHLANDS REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

#### Principal Period of Significance

1860s (historical) 1860s (fabric)

#### Criterion A

The Old Rainworth Stone Store illustrates the pattern of early non-indigenous settlement in Queensland, where the development of pastoral properties preceded agriculture and the establishment of towns. Because of the distance of Rainworth Station from a major settlement, lessee Jesse Gregson had the stone building erected in 1862 to store and protect supplies brought twice a year from Rockhampton. Its construction illustrates the need on pastoral properties for the provision of adequate storage facilities in harsh climatic conditions remote from the source of supply.

#### Criterion B

The Rainworth Stone Store is a rare surviving mid-19th century stone building constructed for the purpose of storing provisions for lengthy periods. In addition, comparatively few stores on pastoral properties were constructed in stone in Queensland at this period. The Rainworth Stone Store is a rare surviving mid-19th century stone structure in Queensland, which has the potential, through physical investigation and documentary research, to reveal important information about the design, form and function of stone buildings of this period, way of life on a pastoral property in a remote area, and about the people who erected such buildings.

#### Criterion C

Archaeological deposits associated with the former homestead have the potential to contribute information on the lifeways of an operative pastoral property of the late 19th century and throughout the 20th century.

#### Criterion D

The Rainworth Stone Store remains substantially intact and is

important in illustrating the principal characteristics of a fortified store on a remote and early pastoral property. These characteristics include the use of traditional European building techniques combined with local materials with inherent insulation qualities.

#### Criterion G

Rainworth Stone Store is an asset valued by the community as one of the earliest surviving buildings in the area and for its connections with the past. Forming part of a tourist attraction, Rainworth Stone Store is recognised as a significant part of the history of the district.

#### History

The Rainworth store is a single-storeyed, rectangular stone structure built in 1862 for Jesse Gregson as a storehouse on Rainworth Station in the Diamantina district of Queensland. It was built adjacent to Rainworth Creek, close to the boundary of Rainworth and Cairdbeign and is now part of the Old Rainworth Fort Tourist Complex on Wealwandangie Road, about 8 kilometres from Springsure. In 1844 Leichhardt explored an area to the east of what is now the township of Springsure, naming the Expedition Range, Albinia Downs and Comet Creek. In 1846 Major Mitchell travelled through the area and in 1847 Leichhardt attempted to explore the area again, but was forced back by floodwaters. While the Leichhardt Pastoral District was officially opened to settlement on 10 January 1854, it was only after William Landsborough explored the Springsure area in 1858 that pastoralists began to take up runs in the vicinity. Following a reconnaissance into the Leichhardt Pastoral District in late 1860 by Queensland's Surveyor-General Augustus Charles Gregory and William Kellman, the flat-topped hill south of present day Springsure was named Rainworth. Gregory subsequently took up a number of leases in the district, paying the rent on Wallaroo, Norwood, Emu Plains, Osmondthorpe and Yarra No.2 in March 1861. Gregory did not hold these leases for long, and in September 1862 the rents were paid by lessees Jesse Gregson and Alexander and William Busby, who called the combined runs Rainworth Station. While travelling out to Sydney from England in the mid-1850s, one of Jesse Gregson's fellow passengers was Alexander Busby, who invited Gregson to visit him at Llangollen Station near Cassilis. Failing to find work in Sydney, Gregson took up Busby's offer and soon gained employment at Collaroy, a nearby property, where he learnt stock management and was appointed head overseer by 1858. In May 1860, as Busby's partner, he overlanded 5,000 sheep to a new station in Queensland, which he named Rainworth, near the future town of Springsure. By June 1861 Jesse Gregson was living on the property as manager and was in partnership with Alex and William Busby as lessees. Gregson described the run in his diaries: I made my head station and called it Rainworth after the hill on the opposite side of the creek. It was a lovely tract of open country. A little creek fed by a stream flowed southerly to join Cona Creek. There was sparse timber, a stunted

#### History

Downs box in patches all around, which without diminishing the open character of the country added to its beauty. Down the valley were clumps of tea tree scrub here and there. Opposite was the strikingly picturesque hill which Gregory had named Rainworth and which some seven or eight hundred feet above the level of the adjacent country. Behind our camp was another isolate hill called Mt Cassilis, the distance between the two hills being perhaps one and a half miles. Rainworth Head Station was established on the Norwood East run, just north of the boundary with Cairdbeign Station and west/northwest of Rainworth Hill. At that time the Cairdbeign-Wealandangie Road to Springsure passed through the property, and the head station was established near where this road crossed Rainworth Creek. The first head station buildings were constructed of timber. On 17 October 1861, a few months after Gregson had taken up occupancy at Rainworth, the local Kari people attacked the nearby pastoral property of Cullin-la-ringo. In that attack 19 people, including women and children, were killed. Of the 22 people on Cullin-la-Ringo that day three survived: a station hand and two shepherds. Edward Kenny, one of the surviving shepherds, rode to Jesse Gregson at Rainworth to raise the alarm and to seek help. Within days the former owner of Cullin-la-ringo, PE MacDonald, accompanied by a troop of Native Mounted Police, led reprisal attacks against the Kari people. Construction began on a stone store at Rainworth in 1862, following the Cullin-la-ringo massacre. Its primary function was as a defensible storehouse. The builder was an Englishman, George Goldring, who with his son had arrived at Rainworth in 1862, and was employed initially as a bookkeeper. He left Rainworth in 1868. To construct the store, Goldring burned lime, made bricks and collected basalt boulders. He bound the walls with a mortar mix of sand, lime and a holding element obtained from crushing calcified basalt. It is believed that the roof was clad with galvanised iron, which was amongst the earliest use of this material in the district. The Rainworth Store is the only known stone building erected by Goldring in Queensland. By 1867 Gregson had established the necessary plant and buildings at Rainworth. In that year he entered into a new seven year partnership with the Busbys and commenced fencing 20,000 acres of Rainworth land using wire, which he claimed was the first use of wire fencing in the district. Jesse Gregson contributed significantly to the development of the Springsure district. He served as postmaster for the district until January 1864, when a post office was opened at the town of Springsure, surveyed in 1863. He was a member of the Springsure Road Trust, praised in 1864 by the Engineer of Roads in the Northern District, Frederick Byerley, for completing the work on their section of the Rockhampton to Springsure road within cost. At Cairdbeign on 4 January 1865, a meeting of prominent landholders Archibald Buchanan, Robert Patton, William Thomson, Peter McIntosh and Jesse Gregson decided to form a local agricultural society to improve the quality of livestock.. Gregson

was the inaugural Secretary of the Society. In 1874 Alexander Busby, who was on the board of the Australian Agricultural Company, one of the largest pastoral and mining companies in Australia, recommended Gregson for the position of Company Superintendent. Gregson left Rainworth to take up this position, which he held from 1875 to 1905. After the Gregson family left Rainworth in 1874, the property was offered for sale but there were no buyers and James Nesbit was appointed the manager. From 1862 the partners had held a mortgage with The Commercial Banking Company of Sydney and the lease was transferred to the Bank on 1 June 1877. Government land policy at this period encouraged the resumption of large pastoral leaseholds for closer subdivision, but existing lessees could apply for pre-emptive selection as freehold, to protect improvements such as head station homesteads and shearing sheds. In November 1877 the Rainworth Head Station blocks, on Portions 1 and 1A, parish of Rainworth, county of Denison, were surveyed as pre-emptive selections. At this time improvements on portion 1A, which contained the head station buildings, totalled £2,836/15/- and comprised: a ten-roomed house of wood/weatherboard and shingles ('W & S'), valued at £750; a kitchen building with bath and saddle rooms, valued at £250; a stone store with cellars, granaries, meat rooms and dairy, valued at £1200; a number of slab and iron huts valued at £100; yards and 1 mile of 2 and 3 rail fencing, valued at £130; a water race and garden valued at £250; and 4.75 miles of 6 wire fencing valued at £156/15/-. The property was still operating as a sheep station, with lamb folds established close to the head station buildings. Deeds of grant for portion 1A (containing the head station buildings) and portion 1 were issued to the Commercial Banking Company of Sydney in September 1878 and April 1880 respectively. In May 1888 title was transferred to Francis Hamilton Beadon Turner, who also acquired the lease of the consolidated Rainworth holding. It appears that until 1919 the lessees of Rainworth Station also owned the freehold of the Rainworth Head Station. Title to the head station freehold passed to Dalgety & Company in 1904, then to Francis Bayntun Starky (grazier of Sydney) and Prosper Charles Trebeck (Stock & Station Agent of Sydney) in 1912. Alexander McLaughlin (grazier of Burnside near Springsure) acquired the Rainworth Head Station freehold in 1919, and the property has been owned by his descendants ever since. It appears that from this time the freehold was known as Old Rainworth. In 1940 Alexander McLaughlin divided his holdings amongst his children. Two of his granddaughters inherited Burnside and in 1973 purchased Old Rainworth. The McLaughlin sisters, concerned about the deterioration of the old stone store and wanting to restore and conserve its heritage, established a Committee for the Preservation of Old Rainworth Fort. Stonemason Gino Sandrin was employed in 1981 to restore the building. He used original stones that he shaped, using cement to help hold them in place. In April 1980 the



National Trust Journal described the Old Rainworth Stone Store. Constructed of local material, the bluestone walls were held together with a mortar of clay and the external walls with a mix of clay and limestone. It was single-storeyed with a loft and a cellar. The building appeared to have been constructed in two stages, the inner rectangular section first with the surrounding outer walls added later. It was rectangular in plan with a perimeter verandah. Originally the shorter sides of the rectangle were stone, however, weathering had caused these external walls to collapse. Windows and doors were timber framed and suspended floors were of cypress with massive log bearers. A timber framed calico partition created a main room. The stone store measured approximately 17 by 14 metres with the stone walls about 300 to 400 mm in thickness. The roof was corrugated iron. In 1987 the Old Cairdbeign homestead, constructed in the 1870s, was demolished and re-erected at Old Rainworth, which was being developed as an historical tourist complex. Springsure timber worker Robert Young re-built the homestead between 18 July and 31 October 1987. Archibald Buchanan was the first owner of Cairdbeign and his was the first homestead built on Rainworth Creek. By 1881 the head station had been moved about 20 kilometres southeast of Rainworth and a new large slab house of seven rooms erected, using some timber from a barn at the former head station on the creek. Some of these slabs with joggles cut for holding benches can still be seen in the old Cairdbeign homestead at the Rainworth historical tourist complex. The former Cairdbeign School also has been relocated to Old Rainworth. Neither Cairdbeign Homestead nor the Cairdbeign School are considered to be of state-level cultural heritage significance. Old Rainworth now functions as a tourist facility and has a special association for tourists and visiting school children.

Description  
Designer Name

Style

Vernacular

Period

Separation and consolidation (1860s)

Builder Name

Construction Period

1862 - 1862

Constuction Method

Load-bearing stone

Fabric (Exterior Structure)

Fabric (Roof)

Metal sheeting - corrugated iron

Roof Form

Hipped

Description

The Old Rainworth Stone Store is located on Burnside approximately 10 kilometres by road from Springsure. It is accessed by travelling south along the Dawson Highway towards Rolleston for approximately 8 kilometres then taking the Wealwandangie Road for a further 2 kilometres. The Old Rainworth Stone Store has undergone partial reconstruction. It is a single-storey structure with a corrugated iron broken hipped roof with a U-shaped verandah encircling the entire western elevation

and part of the southern and northern elevations. Constructed of locally quarried basalt, the stones are mortared with a pise of calcified basalt that comes from beneath the black soils of the district. The building contains six rooms, a cellar and a loft. The unlined walls vary in thickness from 35 to 45 centimetres. The main room on the western side of the building is accessed through double timber doors made of diagonal boards, and which have original fittings. The main room has a timber floor and windows. The timber frame of an interior partition wall with a connecting doorway remains. From the main room a set of timber stairs lead to the loft. The treads are narrow (13 centimetres) and there are no risers. A recent handrail of debarked bush timber has been installed for safety purposes. The loft has a timber floor. The encircling verandah has stone flooring and a set of timber stairs lead from the western side down to a cellar. The cellar walls and floor are of stone and several vents are set into the walls. The eastern section of the building is comprised of three rooms. The walls and flooring of each of the end rooms are of stone while the centre room has an earthen floor with an exterior wall of horizontal slab timbers. To the south west of the building are the remains of what appears to have been an arbor; this is constructed of debarked bush timbers. Immediately to the west of this is the site of the former Rainworth Homestead. No surface remains are apparent.

Keywords  
Keywords

Images and Maps

Images



## Tieri War Memorial

### Place Details

Place ID 602184  
Place Name Tieri War Memorial  
Alternative Name  
Place Classification Built  
Place Category Monuments and Memorials  
Place Type Memorial/Monument - war

Trees/Plantings  
Tree groups - avenue of  
Place Components Memorial/Monument  
Flagpole/Flagstaff  
Memorial - plaque  
Memorial - wall

### Location

Property Name  
Address Talagai Avenue  
Town / Suburb TIERI  
Post Code 4709  
LGA CENTRAL HIGHLANDS REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1980s (fabric) 1984-ongoing (social)

#### Criterion A

War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. The memorial at Tieri demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the appropriate use of various elements, particularly commemorative plaques and trees, as well as the more unusual use of petrified wood.

#### Criterion D

The Tieri War Memorial is especially significant for its strong and continuing association with the community as evidence of the impact of major historic events and as the focal point for the remembrance of those events, particularly as a memorial to those who served in the Vietnam War.

#### Criterion G

### History

#### History

The Tieri War Memorial was constructed in 1984 in memory of those servicemen and women from the Peak Downs area who served in a number of conflicts, but especially as a memorial to those who served in the Vietnam War. The construction of the memorial came about when two Vietnam Veterans met in Capella on ANZAC Day in 1983. Each one was not aware that the other had served in Vietnam as they were not wearing their medals. This

was due to the public feeling connected with the Vietnam War at the time. By the end of that day, however, the two had decided to hold the next ANZAC Day celebrations in Tieri. It took several months to decide on an appropriate memorial which could be placed in the town. During the year, one of the Veterans located a large petrified tree and a piece of this was brought into the town and set up in the shopping centre. Following ANZAC Day celebrations in 1984 it was decided that the shopping centre was not an suitable location for the memorial. With assistance from Mount Isa Mines Limited, who provided the site and paid for the construction, the Tieri War Memorial was completed. Since its construction, many returned servicemen and women have visited the memorial, particularly to commemorate ANZAC Day [25 April] and Long Tan Day [18 August].

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Constuction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Unknown  
1984 - 1984

Description

The Tieri War Memorial comprises two large pieces of petrified wood. One piece is dedicated as a memorial to those who fought in World Wars One and Two and the second piece is dedicated as a memorial to those who served in the Vietnam War, including a brass plaque dedicated to the memory of Cliff ['Cliffy'] Bond, who served in Vietnam, Malaya and Borneo. The petrified pieces are partly enclosed on one side by a low brick wall. A number of plaques are located on the wall. One plaque commemorates those from the Peak Downs area who served in World Wars One and Two. A second plaque commemorates the tracker dogs of the Vietnam War, [including the names of the eleven dogs] and a third plaque commemorates VJ Day. A group of pencil pines create an avenue toward the memorial and a number of Gallipoli pines are located to the rear of the structure. Flag poles are also located to the rear of the memorial.

Keywords  
Keywords

Images and Maps

Images



## Friend Park and Graves

### Place Details

Place ID 601341  
Place Name Friend Park and Graves  
Alternative Name  
Place Classification Landscape  
Built  
Place Category Parks / Gardens / Trees  
Place Type Park/Reserve

Playground  
Memorial - cairn  
Dais  
Trees/Plantings  
Grave surrounds/railings  
Place Components Flagpole/Flagstaff  
Park / Green space  
Wall/s - retaining  
Sarcophagus  
Burial/Grave  
Plaque

### Location

Property Name  
Address Friend Street  
Town / Suburb BARNEY POINT  
Post Code 4680  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1854-56, 1929- (historical, social) 1854-56, 1954, 1958 (fabric)

### Criterion A

Friend Park and Graves, Friend and Sutton Streets, Barney Point, Gladstone is one of the most significant historical sites in the Gladstone district, being closely associated with the establishment of Gladstone township in 1853-54. It is also a significant place in Queensland's history, being the site of the former Government Residence and Domain of the Port Curtis Residency, associated with the early development of Port Curtis as the potential hub of a possible northern colony separate from New South Wales. Although little above-ground evidence remains of the former use of the site as the Port Curtis Government Residence and Domain, the place is significant for its potential to reveal archaeological information which may assist in our understanding of Queensland's history. This includes evidence of structures and graves on the site, as well as artefacts associated with daily life in the government domain of a remote, mid-19th century British colonial settlement.

### Criterion C

Criterion E

The place is significant for the retention of historical views to and from the headland. In particular the view from the headland across Port Curtis varies little from that which Government Resident Captain Maurice O'Connell found in 1854, when he decided to establish the Government Residence and Domain on this promontory.

Criterion G

The site has long been valued by the local community for its association with the early history of Gladstone. This is demonstrated in the purchase of the site and donation to the Gladstone Town Council in 1929 by Henry Friend jnr; the erection of a cairn in the park in 1954 to celebrate the centenary of the founding of Gladstone; and Gladstone City Council's nomination of the early graves to the Queensland Heritage Register in the 1990s.

History

Friend Park is the site of the former Port Curtis Government Residence and Domain, established in 1854-56. The former residence was constructed for, and occupied by, Captain Maurice Charles O'Connell, who in 1854 was appointed Government Resident, Police Magistrate, and Commissioner of Crown Lands for the Port Curtis and Leichhardt districts of New South Wales. The Domain was laid out in mid-1854, and a stone residence was completed by the end of 1856. The township of Gladstone was established by the New South Wales Government in 1853-54. Historian Lorna McDonald suggests that this was possibly an attempt to create a more centralised alternative to Brisbane as the capital of a potential northern colony, because unlike most Queensland ports, Gladstone was established prior to the expansion of pastoral settlement in the hinterland. In April 1853 the Governor of New South Wales, Sir Charles Augustus Fitzroy, announced the intention of establishing a township at Port Curtis, and in May that year surveyor Francis MacCabe was instructed to undertake a survey for the town of Gladstone. In naming the town Gladstone, Fitzroy commemorated British Colonial Secretary William Ewart Gladstone, who in 1846 had attempted to establish a northern colony in the Antipodes. On 17 February 1846 Queen Victoria signed Letters Patent establishing the colony of North Australia, and the British Parliament passed an Act to define its boundaries, which included all lands and coastal islands north of latitude 26° south and extending from the east coast to the Western Australia border. The new colony therefore included all of the Northern Territory and most of what later became Queensland, with the exception of the Moreton Bay, Darling Downs, and Maranoa districts. On 21 February 1846 Queen Victoria appointed Fitzroy as governor and commander in chief of the colony of North Australia, and on 25 May 1846 appointed Lieutenant-Colonel George Barney as Lieutenant-Governor and Superintendent of North Australia, to administer the new colony on Fitzroy's behalf. Gladstone's objective in establishing the colony of North Australia was to provide a place of exile for expirees and

History

reformed convicts from both Australian and British gaols. This in effect meant a resumption of transportation to eastern Australia, and was bitterly opposed in New South Wales. In late 1846 Gladstone was replaced as Colonial Secretary by Earl Grey, who reversed his predecessor's colonial policies. On 28 November 1846 Queen Victoria revoked the colony of North Australia, but word did not reach New South Wales before an attempt was made early in 1847 to establish a settlement at Port Curtis. Colonel Barney and his family had arrived in Sydney in September 1846. Despite finding considerable colonial opposition to the resumption of transportation, Barney carried out his instructions and in November 1846 explored the North Australia coast and selected Port Curtis as a settlement site. Barney and the first contingent of 87 officials and settlers arrived at Port Curtis by boat from Sydney on 25 January 1847, during the height of the wet season. Their ship ran aground and the passengers were embarked at Facing Island, where they waited in tents for 7 weeks, surviving principally on dried meat and biscuits, before a relief ship arrived in mid-March 1847. The wet season hindered the establishment of a settlement on the mainland, and there was discontent within the isolated community. The relief ship also brought news that the colony was likely to be abandoned. This was confirmed officially with the arrival of a second ship in mid-April 1847. The settlement was disbanded between April and July 1847, during which time Colonel Barney took the opportunity to explore the Gladstone district, which he considered had great potential as the site of future settlement. Port Curtis he considered one of the finest natural harbours in the Australian colonies. Barney Point and Barney Point Beach are named in his honour. The second attempt at non-indigenous settlement at Port Curtis, made six years later in 1853, was more successful. By 23 October 1853 MacCabe had completed his Design for the Town of Gladstone, Port Curtis. Like Colonel Barney in 1847, he identified the area between Auckland Inlet and South Trees Inlet as the most suitable site for a settlement. The principal township was laid out near Auckland Inlet, but MacCabe set aside a substantial area from Barney Point to south of what is now Friend Park, as a reserve for Public Quay, Custom House and Public Offices; and a large reserve for Government House, Domain and Gardens further to the southeast, adjacent to Waapentake Creek. A large sand flat separated the proposed domain from the sea. MacCabe's plan was laid before the Executive Council on 6 December 1853 and the Town of Gladstone was proclaimed on 21 December 1853. On 1 January 1854 Captain Maurice Charles O'Connell, grandson of former New South Wales Governor Sir William Bligh, was appointed as Government Resident, Police Magistrate and Commissioner for Crown Lands for the Port Curtis and Leichhardt districts. These pastoral districts were proclaimed on 10 January 1854, with Port Curtis declared a settled district although only two stations had been established here by 1854. The first sale of town lots at Gladstone was held in Sydney on 9



February 1854, and by the time O'Connell arrived at Port Curtis at the end of March 1854, the first slab buildings had been erected near Auckland Inlet. O'Connell and his family and other officials set up residence in tents at Barney Point Beach, in the area proposed as public reserve and out of the way of commercial development closer to Auckland Inlet. Here a small residential precinct soon developed. The O'Connells lived aboard ship for a month while a temporary government residence was being erected: a large marquee with a timber floor. It is understood that this marquee was erected on the low promontory at the southern end of Barney Point Beach, in the area now known as Friend Park. On 16 April 1854 Governor Fitzroy arrived at Gladstone to inspect the fledgling settlement, and the following day officially installed O'Connell as Government Resident. Whether this ceremony occurred near the temporary government residence, in what is now Friend Park, is not clear. During the 1954 celebrations of the centenary of the establishment of Gladstone, the Gladstone community re-enacted the arrival of Fitzroy on Barney Point Beach and the installation ceremony, which was conducted in Friend Park before an audience of 6500 people. To commemorate the event, a cairn was unveiled in Friend Park. By early July 1854 O'Connell had decided that the promontory at the southern end of Barney Point Beach, which had been intended as a temporary camp only, would be a more appropriate site for the government residence and domain than the site near Waapentake Creek selected by surveyor MacCabe. O'Connell's domain was laid out with gardens and fencing, but work on construction of a permanent residence in stone did not commence until 1855, and was not completed until late 1856. Amongst O'Connell's regular reports to Sydney was an account of the accidental death on 16 September 1854 of 22 year old Thomas Milles Stratford Riddell, eldest son of the acting NSW colonial secretary. Riddell had been among the first purchasers of Gladstone land at the February 1854 sale in Sydney, and is thought to have accompanied O'Connell to Gladstone in March 1854. He had been assisting in carting water to the township in September when he was thrown under the wheels of the dray and killed instantly. He was buried in the government domain [now Friend Park], and by the early 1900s his grave was marked by a stone sarcophagus. Another early burial in the domain was that of Lieutenant Le Strange. This grave was known in 1954, when a wreath was laid on it during the centenary celebrations, but is no longer evident. At the first census of Gladstone conducted by O'Connell in May 1854, the small community comprised 127 non-indigenous residents. A young visitor to the place in March 1855, Richard Mitchell, claimed the township was known locally as Auckland Point and consisted of two commercial stores and a courthouse near Auckland Inlet, while everyone except the storekeepers lived at Barney Point - likely either on or adjacent to the area set aside [but not yet proclaimed] for a public reserve. O'Connell, autocratic by nature and fiery of temperament, was not

well liked in the small Gladstone community. Although his correspondence reveals that he had great hopes for the future of Gladstone and Port Curtis, his critics accused him of inaction, and in late 1855 he faced a Select Committee Inquiry into the conduct of the Government Residency at Port Curtis. As a result, the status of Port Curtis was reduced from that of a government residency with its own revenue and government administration, to that of a pastoral district. O'Connell filed his last report as Port Curtis Resident on 26 April 1856, but remained at Gladstone as Lands Commissioner, still occupying the temporary tent house erected for him in April 1854. In late 1856 he moved into the stone dwelling completed in the government domain. O'Connell was reinstated as Government Resident in September 1858 to handle the rapid influx of population into the Port Curtis district following the discovery of gold at Canoona. A rush from August 1858 briefly revived the fortunes of the district, but O'Connell's hopes that Port Curtis and Gladstone would now develop their potential were crushed when it became clear that most prospectors were accessing the Canoona goldfield via Rockhampton. In June 1859 the non-indigenous population of Gladstone was 203, which represented an 8 person increase since 1856, while that of Rockhampton stood at 250. In June 1859 Queen Victoria signed Letters Patent establishing the colony of Queensland north of the 29th parallel of latitude, and following the arrival of Governor Bowen and the proclamation of the new colony on 10 December 1859, the Port Curtis Residency became redundant. O'Connell was informed in February 1860, following which he moved to Brisbane where he served as President of the Queensland Legislative Council from 27 August 1860 to 23 March 1879. He still held an interest in the Port Curtis district, being the pastoral lessee of the Riverston run on the Boyne River. Following the abolition of the Port Curtis Residency, O'Connell petitioned the Queensland Government to be allowed to purchase his former house and grounds at Barney Point, claiming that he had invested a considerable amount of his own money on improvements, but the colonial government refused. A survey plan [G14.1] of the government buildings erected at Barney Point, completed by surveyor Clarendon Stuart by 9 July 1860, indicates that the government residency was located on what is now Friend Park. It was a well-ordered establishment comprising a main house, three out houses, stable, cow yard, a formally laid out garden with pathways, and front fencing. To the northwest of the government residence, outside what is now Friend Park, an old brick shed was identified, and further to the northwest, overlooking Barney Point Beach, was the house of the Clerk of Petty Sessions. To the southwest was a more extensive garden and stock yard, which appear to have been associated with the government residence. No graves were identified on the plan. On 11 July 1862 Surveyor Permien completed a survey of sections 55 to 86 of the Town of Gladstone [survey plan G14.7]. The area of the government

residency and domain was surveyed as section 65 of the Town of Gladstone [later Friend Park], and on this the improvements comprised a stone house, another stone dwelling, stables, garden and fencing. These correspond closely to the improvements indicated on surveyor Stuart's 1860 survey plan. Again, no graves were identified on the plan. Whether anyone occupied the former government residence after O'Connell's departure has not been established. On 28 December 1864 section 65 was purchased from the Crown for £412/10/-, in the name of Alfred Henry Brown of Gladstone. This AH Brown was the six year old son of Henry Hort Brown, not to be confused with the Alfred Henry Brown of Gin Gin Station in the Port Curtis pastoral district. HH Brown was resident in the Port Curtis district by July 1858, when his son Alfred Henry was born, and was among a small party of Gladstone citizens who had prospected for gold at Canoona in mid-1858 and who were largely responsible for the rush of late 1858. It has not been established whether the Brown family ever lived in the former government residence. The family was resident in the Richmond district of New South Wales during most of the 1860s, where children were born in 1860, 1862, 1863, 1865, and 1867. They had returned to Queensland by December 1867 and were still in this colony in November 1870, but may not have been resident in Gladstone. Thereafter no further record of this family in Queensland has been located. Henry Hort Brown died in the Helensburgh district of New South Wales in 1904. Following his death, the site of the former Port Curtis Government Residency was transferred to his widow, Theresa Brown. The former government residence at Port Curtis had been long abandoned by late 1888, when a sketch captioned "Ruins of Government Residence, Port Curtis" appeared in The Australasian Sketcher of 27 December 1888. The sketch shows the partly crumbling walls of a roofless stone residence. Photographs of the ruins taken in 1905 and 1906 show only remnants of the stone walls, and the site overgrown with grasses and saplings. By the 1920s some members of the Gladstone community were keen to see the site conserved. In 1927 the Gladstone Chamber of Commerce urged the Gladstone Town Council to preserve 'historic spots' such as the graves at Barney Point [that is, those located in the former government domain at the southern end of Barney Point Beach]. Following the death of Theresa Brown in December 1927, the site was acquired in 1929 from her family [who were resident in Sydney] by Gladstone businessmen and former alderman Henry Friend junior. Friend had purchased the property with the express intention of presenting it to the Gladstone Town Council, which he did in November 1929. As a site of strong historical significance to the Gladstone community, the land was to be held by the Council in perpetuity for the people of Gladstone. To honour the generous gift, the site was named Friend Park. In 1935 George Simmons, curator of the Rockhampton Botanical Gardens, provided sketch plans for Gladstone's three parks: Friend Park, Victoria Park [on

Auckland Hill] and Central Park, and Rockhampton City Council gifted trees to Gladstone to assist in the park improvements. During 1954 the highlight of the centenary celebrations was the unveiling by Gladstone's oldest inhabitant, Mrs Fanny Golding, of the cairn in Friend Park commemorating the installation of Captain Maurice O'Connell as Government Resident on 17 April 1854. In the mid-1950s Gladstone's Junior Chamber of Commerce [established in 1954] made the creation of a children's playground in Friend Park its principal project. In December 1958 the Gladstone Jaycees handed over the completed playground to the Council. The place remains one of Gladstone's principal parks, and a popular picnic area. In the late 20th century a decision was made by the Gladstone City Council to remove the stone foundations and remnants of the 1856 government residence.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Mid-19th century (1840s - 1860s)

1854-56 -

Description

Friend Park is a 1.72 hectare site located on a low promontory or headland at the southern end of Barney Point Beach and Barney Point Park. The promontory juts into Port Curtis on its northern and eastern sides, with views across Port Curtis, and a rocky foreshore extends around the promontory from Barney Point Beach. On the west the site is bounded by Sutton Street and on the south by Friend Street. The site slopes [gently in some sections, more steeply in others] down to the foreshore, the slope being rocky and covered with agave spp and indigenous small trees and grasses. The foreshore is comprised of principally alluvial muds from the Calliope River and various creek systems entering Port Curtis, deposited over Carboniferous sandstones and mudstones of the Wondilla Group. At the northern end of Friend Park a low dry-stone retaining wall separates a gentle sloping bank from the foreshore and Barney Point Park. The slope here is grassed and almost terraced, and a 'stair' of stones set into the ground at intervals enables easy access to the parkland above. Above the slope the park comprises an open lawn with specimen trees [including a lone Norfolk Island Pine (*Araucaria heterophylla*), *Ficus* sp., palms, and *Eucalyptus* sp.], several memorials, a timber dais, and children's play equipment. Close to the apex of the site is the 1954 cairn. This is a four-sided, tapering structure with a flat top, constructed of what appears to be water-polished stone. It rests on a substantial concrete base about 800mm high, and has a bitumened plinth and a low concrete-post-and-single-steel-rail

surround. On the northern face of the cairn is a marble plaque with the lettering: On this spot the first official residence in North Australia was erected, and Captain Maurice Charles O'Connell was installed first Government Resident, Police Magistrate and Commission of Crown Lands, on 17th April 1854 by Sir Charles Fitzroy Governor of New South Wales. Unveiled Centenary Celebrations 17th April 1954. In the mid-north section of the park is a low-set timber dais resting on timber stumps, with timber railing to three sides and a timber ramp to enable easy access. Just west of this is the grave of Thomas Riddell. This has a stone sarcophagus with two inscriptions, and an iron grave surround [not original] with concrete corner posts. The inscriptions on the sarcophagus read: Underneath this stone are deposited the remains of THOMAS MILLES STRATFORD RIDDELL eldest son of the Acting Colonial Secretary and Mrs Riddell. and He was born at Sydney on 22 January 1832 and died at Port Curtis on the 16 September 1854 aged 22 years. Further west still is a steel flagstaff associated with the creation of the 1958 children's play area in Friend Park. This has a tapered concrete base, with a metal plaque on the western face which bears the following inscription: This play area was planned and equipped by the Gladstone Junior Chamber of Commerce and presented to the citizens of Gladstone on 6th(?) December 1958. While there are no above-ground relics associated with the use of the site as the Port Curtis Government Residence and Domain, there are likely to be sub-surface deposits of archaeological interest.

Keywords  
Keywords

Images and Maps

Images



## William Wyndhams gravesite and remnant orchard trees

### Place Details

Place ID	601811
Place Name	William Wyndhams gravesite and remnant orchard trees
Alternative Name	Carnym Wyndhams Farm
Place Classification	Landscape Archaeological
Place Category	Burial Ground
Place Type	Lone grave Memorial/Monument - person
Place Components	

### Location

Property Name	
Address	Boyne Island
Town / Suburb	BOYNE ISLAND
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

#### Principal Period of Significance

#### Criterion A

The remnant trees demonstrate the uncommon aspect of a Nineteenth Century orchard and garden that was used simultaneously for hobby, scientific and commercial reasons. The Tamarind trees have the potential to yield comparative botanical and genetic information with examples of a similar age in other countries. Prominently situated on the highest point of Boyne Island, Wyndham's grave is located in a small clearing, its aesthetic appeal enhanced by its surroundings amid indigenous flora. Two Tamarind trees from the original orchard are located in Wyndham park, their age and size contributing to the parks visual appeal. Wyndham Park is valued by the community for social and recreational purposes. Links to the former use of the site are expressed by a cottage style play structure symbolising Wyndham's dwelling, remnant Tamarind trees and the park bearing his name. Boyne Island has a special association with the work of William Trevelyan Wyndham and Charles Hedley, both principal pioneers in the early development of Central Queensland and the Calliope area. William Trevelyan Wyndham's gravesite and the Tamarind trees are physical links to his work and interests, in particular his association with and anthropological observations of the languages and customs of Aboriginal tribes in New South Wales and Central Queensland. The site is also significant in regards to the previous owner, Naturalist Charles Hedley.

## History

Although Boyne Island is best remembered for William Trevelyan Wyndham's association with it, initially the selection was taken up by Charles Hedley, a naturalist originating from Yorkshire. In 1882 Hedley and J.R.B. Dawson took up selection blocks on Boyne Island resumed under the 1868 Crown Lands Act. Hedley, enjoying a 'liberal allowance' from his father, sampled outback life and tried an oyster lease at Moreton Bay before trying fruit growing at Boyne Island. In 1888 an accident to his left arm rendered him unfit for manual work and he went to Brisbane and worked for the Queensland Museum, pursuing a career in natural history, concentrating on Australian fauna. Hedley wrote confidently on a range of topics including Botany, Ethnology, and Conchology. The culmination of his career was his appointment as Scientific Director of the Great Barrier Reef Committee. In 1888 William Trevelyan Wyndham acquired Hedley's selection of 240 acres in the south east corner of the Island near the mouth of the Boyne River. Migrating to Australia in 1849 Wyndham first lived with an Uncle in the Hunter River area. His interest in Indigenous culture led to him to live with tribal Aborigines in New South Wales for seven years. He married, but after the financial failure of his farm and subsequent break-up of his marriage he came to the Fitzroy in 1875 and lived by fishing and shooting, spending time with a tribe on Keppel Island. Wyndham worked industriously to improve and establish a large orchard on the Boyne Island property, naming it 'Carnym', reported to be an Aboriginal name meaning 'sand'. Pineapples, grafted orange trees, bananas and rare plants and seeds were imported from Kew Gardens in England. Wyndham later sent Boyne Island-grown plants such as lilies, back to Kew. The seeds of the mango trees came by boat from India and were given to Wyndham by Hedley. Whether the tamarind trees were planted by Hedley or Wyndham is unclear. The section of property that fronted the river was known as Plum Tree, presumably after the native Burdekin plums which are plentiful in the nearby scrub. Wyndham's life as a fisherman made Carnym the ideal location, and he earned extra income delivering produce from his property to market through coastal waters to Gladstone. In 1889 he prepared a paper titled 'The Aborigines of Australia'. which he presented to the Royal Society of New South Wales in Sydney in June. Wyndham's paper applied chiefly to the Aborigines of northern New South Wales with whom he had with lived for seven years. He explained their traditions and customs and clearly stated their belief in a supreme being. Most importantly, his linguistic skills led him to the conclusion that the different Aboriginal languages had been derived from one original stock. That he was considered an authority is confirmed by the Smithsonian Society of America's correspondence with him on the possibility of Australian Aboriginal languages being derived from Tamil. Wyndham died 8 July 1898 and was buried in the orchard at Carnym. Some time later his daughter Bessie had his remains relocated on a hill at the Western end of

## History



the property. Wyndham himself had prepared in advance by transporting a block of granite estimated to weigh 1 1/2 tonnes from Magnetic Island and carried by his boat. This was dumped at the mouth of the Boyne River at high tide and later dragged by Bullock team to the highest point on the island to become his headstone. The family association with Boyne Island continued for three generations, later members continuing to grow pineapples on the site, Bessie continuing to live at Carnym until 1941. In 1972 Comalco purchased the farm to build an aluminium smelter, production commencing ten years later. The site where the grave lies is owned by Comalco and is listed by them as a buffer zone between the smelter and the suburb. The area where Wyndham's house was situated was sold and subdivided in the mid 1970's and the modest weatherboard house demolished in the early 1980's. A park in the area bears his name, with tamarind and mango trees from the original orchard still adorning the park and surrounding suburb.

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Construction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

William Trevelyan Wyndham's gravesite lies in a small clearing amid native flora at the highest point of Boyne Island facing east. The headstone consists of roughly hewn granite and local individual stones placed five feet in front of the grave in a rectangular shape. The stone reads; 'William Trevelyan Wyndham Born 3 April 1830 Died 8 July 1898'. Nine mango (*Mangifera indica*) and two tamarind trees (*Tamarind indicus*) from Wyndham's original orchard are located throughout the suburb. Two tamarind trees are located in the corner of Wyndham Park near the southern boundary of the park at Olunda Street.

Keywords  
Keywords

Images and Maps

Images





## St Luke's Anglican Church

### Place Details

Place ID	600385
Place Name	St Luke's Anglican Church
Alternative Name	
Place Classification	Built
Place Category	Religion/Worship
Place Type	Church
Place Components	

### Location

Property Name	
Address	Sayre Crescent
Town / Suburb	BOYNE ISLAND
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1924 (fabric) 1953-1956 (historical)

#### Criterion A

St Luke's church is a simple chapel constructed in an idiosyncratic style using volunteer labour and locally obtained materials by the farming community on Boyne Island. It illustrates the resourcefulness of pioneer communities in providing for their needs with limited resources. The main economic activity on Boyne Island is now industrial following the establishment of alumina smelters in 1982, and so the church illustrates a way of life on the island which has passed.

#### Criterion E

The church in its setting has a picturesque appeal effected by an imaginative use of available materials to create the impression of a rustic chapel and makes an attractive visual contribution to the character of the area.

#### Criterion G

The church has a strong connection with the Boyne Island community having been designed and built by pioneer families and has served the community as a church, school and meeting place since 1924.

### History

#### History

St Luke's Anglican Church on Boyne Island was erected in the early 1920s by the small farming community on the island. Boyne Island, on the Gladstone coastline, was taken up illegally for pastoral purposes in the mid-1850s, the first official lease being granted in 1863. In 1870 much of Boyne Island was resumed by the colonial government and opened to selection, and from the late 1870s agriculturalists cultivated fruit and small crops on the island. In 1884, half the remaining pastoral lease was resumed, and several farms were established on this land in the late 1880s and early

1890s. In the 1880s, a timber mill was erected on the southwest part of the island, and a wharf reserve was proclaimed near the mouth of the Boyne River. In the early 1900s, several more farms were taken up on Boyne Island or in its vicinity. At the time, Boyne Island was also a popular picnic destination for Gladstone residents and was used as a weekend retreat by townspeople. Around 1920, a small Saturday school was established on the island for the children of the farming community in a small shelter shed. Teachers came from Toolooa School or from Gladstone and church services are also said to have also been held regularly in a shelter across the road from the current church, which may well have been the same structure as that used for the school. The local families involved decided to build themselves a church. The land on which the church is situated was part of an agricultural selection granted in 1908 to Henry Richard Thompson. It changed hands several times before being purchased by Harry Handley in 1922. The Handley family were farmers and donated about an acre for the church, officially subdividing and transferring ownership of the land to the Diocese of Rockhampton in 1925. Funds for the construction were raised both locally and in England, and materials, labour and furnishings were supplied mostly by local residents. The building was designed by Boyne Island resident Arthur Malpas, who also helped in the construction. Reputedly, Mr Malpas drew inspiration from photo-album pictures of half-timbered cottages at Worcester, England. The construction method and materials used to produce the effect however, were not traditional but those available locally. St Luke's was dedicated on 12 October 1924 by Dr Crick, the Bishop of Rockhampton. At the time coins and a newspaper were placed under the foundation stone. A large sea shell was utilised as a font. In the Interwar period, as cars became more common and with the construction of a traffic bridge over the Boyne River, Wild Cattle Beach [later Tannum Sands] became a popular holiday resort. The island's permanent population appears to have risen after the Second World War, and St Luke's Church served as Boyne Island's only school building from 27 January 1953 until the school was established in another building on 14 May 1956. In 1961 the church was rehallowed by Canon Donald Kinglake Dunn, coins and a newspaper of that year being added to the time capsule under the foundation stone. Items such as prayer books, vases, a wooden cross, communion cup and paten, pews, candle sticks and christening font were given in memory of the early residents of Boyne Island who established the church. Boyne Island has become urbanised following the establishment of the Boyne alumina smelter in 1982. During the construction period alone, the population increased from 1,400 to 6000. Housing and public facilities have enormously increased on the island which is now effectively an industrial area. In the late 20th century, St Mark's Ministry Centre was erected adjacent to St Luke's, which now has the role of a church hall rather than a church and is used for church group meetings, Sunday School and worship on special occasions.

Description  
Designer Name Malpas, Arthur  
Style  
Period Interwar period (1920s - 1930s)  
Builder Name  
Construction Period 1924 - 1924  
Constuction Method Frame - timber - exposed studs  
Fabric (Exterior Structure) Metal - iron sheeting  
Fabric (Roof) Metal sheeting - corrugated iron  
Roof Form Gabled

Description  
St Luke's is a small church constructed in a simple, rustic style. It is timber-framed and clad with flat galvanised iron fixed with timber battens. The roof is gabled and clad with corrugated iron. The western entrance is sheltered by a small porch and there is a vestry with a separate gabled roof at the northeast end. The church has a seating capacity for 50 people. The frame of the building consists of exposed hardwood bush posts sunk into the ground and other hardwood framing. The exterior is painted a light colour with dark stained timber battens to provide a decorative effect suggestive of half-timbering. It has a cement floor, galvanised iron roof, timber doors and window frames. Louvred panels on the side walls of the nave do not appear to be original and all other windows are casements. The interior is plain and comprises a nave, chancel and attached vestry. The walls appear to be lined with fibrous cement, but the ceiling is unlined.

Keywords  
Keywords

Images and Maps

Images



## Bustard Head Lightstation

### Place Details

Place ID 601260  
Place Name Bustard Head Lightstation  
Alternative Name  
Place Classification Built  
Landscape  
Place Category Transport - Water  
Place Type Light station  
Views from  
Lighthouse/Light station  
Views to  
Steps/stairway

### Place Components

Residential accommodation - lightkeeper's house/quarters  
Cemetery  
Machinery/Plant/Equipment - maritime/marine industry  
Pathway/Walkway  
Lantern

### Location

Property Name  
Address 50kms south of Gladstone  
Town / Suburb BUSTARD HEAD  
Post Code 4678  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1860s (historical) 1868-1980s (social)

### Criterion A

Constructed in 1868, the first lighthouse built by the Queensland government after separation in 1859, and still in use as part of the coastal navigation system, Bustard Head Lightstation occupies an integral part in understanding the establishment of maritime navigational aids along the Queensland coast. Bustard Head Lightstation reflects the growth and development of Queensland after its separation from New South Wales. Bustard Head Lightstation is associated with Captain George Poynter Heath, the first Portmaster of Queensland (1862-90) and a significant figure in the development of the Queensland lighthouse service. The Heath period of lighthouse development saw the opening up of the inner reef route for commercial shipping.

### Criterion B

Bustard Head Lighthouse is one of only two prefabricated cast lighthouses built in Queensland and is significant for its rarity. The other prefabricated tower being the Sandy Cape Lighthouses [601712].

### Criterion C

The area also has the potential to reveal further information about infrastructure associated with the lightstation.

- Criterion D The lighthouse is substantially intact, and survives as a good example of a construction technique using bolted prefabricated segments of cast iron imported from England.
- Criterion E Located on the south tip of Bustard Head, within a plateau surrounded by sloping forest, the lighthouse has strong aesthetic value. It makes a dramatic visual statement in the natural landscape. Bustard Head Lightstation has strong association for lighthouse keepers' and their families who constitute an early maritime community. The group of people that are connected with lightstations are not limited to the lighthouse keepers and their families. The island's isolated location made considerable demands upon people, materials and logistics and stands as testimony to the tenacity of the people who inhabited the island after European settlement. Besides the lighthouse, the grave sites are the only other extant reminder from the 19th century.
- Criterion G

#### History

Up until 10 December 1859, the colony of New South Wales extended as far north as Cape York Peninsula. In 1859, the new colony of Queensland acquired over 5000 kilometres of coastline which had few safety features in place, and became responsible for all navigation lights and harbours along this coastline. At the time the only lighthouse which existed had been built at Cape Moreton [600257] by the New South Wales Government in 1857. By 1862, the Queensland government had appointed a Portmaster, Commander George Poynter Heath and had passed the Marine Board Act 1862. In the two years following, activity concentrated on dealing with pilots and harbour lights. Nothing was done regarding the issue of coastal lights and on 25 May 1864, Members of the Legislative Assembly moved that a Select Committee be appointed to enquire into and report upon the state of the harbours and rivers in the colony. The Committee consisted of Messrs Macalister, Douglas, Sandeman, Cribb, Challinor and Bell and convened for the first time on 27 May 1864. The Committee widened the terms of reference to include..the question of the necessity of additional lighthouses on the coast of Australia, within the colony of Queensland. A Select Committee was also appointed by the Legislative Council with the specific field of reference to enquire into and report upon the requirements of this Colony, under its increasing trade and commerce, as to the provision of additional lighthouses for its coasts and harbors. The reports of both Select Committees were in agreement regarding the necessity of a light at Sandy Cape. Other points where it was believed that lighthouses were required were Cape Capricorn on Curtis Island, Point Danger or Cape Byron and Bustard Head [601260]. Double Island Point [601722] and Lady Elliot Island were also mentioned by the Committee as possible suitable sites. In 1864 the government placed orders with Hennet, Spinks & Co. of Bridgewater (England) for the manufacture of a prefabricated cast iron tower, and with Chance Bros of Birmingham, England for the provision of a lantern.

The material arrived in Brisbane in April 1867. In August 1867, WP Clark was awarded the contract to erect the light and ancillary buildings for £2508. He agreed to complete the work within six months but problems in site preparation, availability of labour, and inclement weather affected construction and the work took four months longer than anticipated. The light was first exhibited on 29 June 1868. A report to the Marine Department's Treasure dated 30th June, 1895, states the initial cost of constructing the Bustard Head lighthouse was £6,959, with annual maintenance costs of £472. The lighthouse was originally entered via a door on the second level reached by an external flight of stairs and a small landing. In 1935 the stairs were relocated within the tower and a ground floor entrance provided. Of the original constructions, only the tower remains. The original houses were replaced at some unknown date by timber-framed buildings clad in fibro and with corrugated fibro roofing. The workshop and brick powerhouse are also comparatively recent constructions. A cemetery in the area contains nine graves dating from 1879 to 1911. The graves include two unmarked, child sized graves, surrounded by a white picket fence. When North Reef station was destaffed on 18 December 1977, Bustard Head monitored its continuing operation. The computer at Bustard Head was also equipped to monitor other stations in the area in the event that they too would be automated and destaffed. Bustard Head's new position as a computer monitoring station was soon extended to include the role of head communications station previously carried out by Cape Capricorn. For many years, Cape Capricorn had provided a central communication link between the stations of Bustard Head, Lady Elliott Island, Pine Islet and Dent Island. During the course of 1985-86, the Bustard Head Lighthouse was automated and destaffed. The two prefabricated houses remain on site.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Separation and consolidation (1860s)

1867 - 1935

Description

The Bustard Head lightstation is located in the north-eastern arm of Rodds Peninsula. The lightstation lies about twenty kilometres north-west of the Town of 1770, and about fifty kilometres south of Gladstone. The lightstation is situated on a 419 hectare reserve, bounded by the Jenny Lind Creek to the east and south, Pancake Creek to the west and the Southern Pacific Ocean to the north. The 18 metre high lighthouse is circular in plan, constructed of cast iron plate, painted white, with splayed flanges at the base. The



domed roof is clad with copper sheeting and painted red. It is surmounted by a spherical knob and weather vane. The balcony is of cantilevered iron construction with a simple iron balustrade. Fencing has been placed around the lighthouse. Further installations on the site include fencing around the fuel store. Internally, a spiral staircase, constructed of iron, with open work cast iron treads, adjoins the internal walls of the building. A cast iron catwalk in the lantern room is supported on ornate iron brackets. The two keepers residences are timber framed, clad with fibro cement sheeting with timber over battens. The hipped roofs are clad with corrugated fibro cement sheeting with stainless steel gutters. The old Powerhouse, a timber framed building lined with cement sheet and a gable corrugated fibro cement roof with stainless steel gutters. There are a number of other more recent buildings including the new Powerhouse, built of brick on a concrete foundation. Most of the service buildings date to c1940 and are of similar construction to the residences, timber framed and clad with fibro cement. Most have been subject to heavy vandalism.

Keywords

Keywords

Images and Maps

Images



## Cape Capricorn Lightstation

### Place Details

Place ID 601723  
Place Name Cape Capricorn Lightstation  
Alternative Name

Place Classification Built  
Landscape  
Place Category Transport - Water  
Place Type Light station  
Views to  
Lighthouse/Light station

Place Components Out building/s  
Lead light/s  
Machinery/Plant/Equipment - maritime/marine industry  
Views from  
Residential accommodation - lightkeeper's house/quarters

### Location

Property Name Curtis Island National Park  
Address North eastern tip of Curtis Island  
Town / Suburb CAPE CAPRICORN  
Post Code 4680  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1870s, 1930s, 1960s, 1970s (historical)

Criterion A Established by 1875, with further development in the 1930s and 1960s, the Cape Capricorn Lightstation occupies an integral part in understanding the establishment of maritime navigational aids along the Queensland coast and reflects the growth and development of Queensland after its separation from New South Wales. The Cape Capricorn Lightstation is significant for its association with Commander George Poynter Heath, the first Portmaster of Queensland [1862-1890], a significant figure in the development of the Queensland lighthouse service. Heath was responsible for supervising the opening of 13 new ports, establishing 33 lighthouses, 6 lightships and 150 small lights and marking the inner route through the Barrier Reef.

Criterion D Established by 1875, with further development in the 1930s and 1960s, the Cape Capricorn Lightstation occupies an integral part in understanding the establishment of maritime navigational aids along the Queensland coast and reflects the growth and development of Queensland after its separation from New South Wales.

Criterion E Located on a commanding position high on a promontory with a panoramic view of the surrounding ocean, the Cape Capricorn Lightstation is important for its strong aesthetic significance.

## Criterion G

The Cape Capricorn Lightstation is especially significant for its strong association with the life of the lightkeepers, their families and maintenance and stores people, who, for more than a century, contributed to the continuum of a system dedicated to the single aim of maintaining the navigational aids.

## History

Constructed to a design by the Office of the Colonial Architect, FDG Stanley, the original Cape Capricorn Lightstation was operational by July 1875. The extant lighthouse is the third to be built on the site. Later developments in the 1930s and 1960s included the replacement and refurbishment of the lightkeepers' residences, stores buildings and sheds. Up until 10 December 1859, the colony of New South Wales extended as far north as Cape York Peninsula. In 1859, the new colony of Queensland acquired over 5000 kilometres of coastline which had few safety features in place, and became responsible for all navigation lights and harbours along this coastline. At the time the only lighthouse which existed had been built at Cape Moreton [600257] by the New South Wales Government in 1857. In 1862, the Queensland government had appointed a Portmaster, Commander GP [George Poynter] Heath and had passed the Marine Board Act 1862. GP Heath [1830-1921] was born at Hanworth, in Norfolk, England. Late in 1859 as a lieutenant, he applied for the government post of marine surveyor in the new colony of Queensland and was appointed. In his thirty-three tenure of office in what became the sub-department of harbours, lighthouses and pilots, Heath was responsible for supervising the opening of 13 new ports, establishing 33 lighthouses, 6 lightships and 150 small lights and marking the inner route of the barrier reef. In November 1887 he retired from public service because of ill health and later returned to England. In the two years following the establishment of the Marine Board Act 1862, due to a lack of funds to spend on marine safety, activity concentrated on dealing with pilots and harbour lights, The issue of coastal lights was not taken up until 25 May 1864, when Members of the Legislative Assembly moved that a Select Committee be appointed to inquiry into and report upon the state of the harbours and rivers in the colony. The Committee consisted of Messrs Macalister, Douglas, Sandeman, Cribb, Challinor and Bell and convened for the first time on 27 May 1864. The Committee widened the terms of reference to include the question of the necessity of additional lighthouses on the coast of Australia, within the colony of Queensland. Due to the significant relationship of Curtis Island to the mouth of the Fitzroy River and the Port of Rockhampton, it was necessary to provide a pilot service for shipping from an early date. Therefore, in 1861, Rockhampton's first permanent pilot station was erected at Cape Capricorn. Three years later, however, it was moved to Grassy Hill, as this was considered to be a more convenient location for the pilots, with its ready access to fresh water and position overlooking the mainland.

## History

Despite the establishment of the local pilot station on Curtis Island, the need for a lighthouse at the outer point of Curtis Island was still considered a priority by the colonial authorities. Early in 1874, FDG Stanley, who had by then been appointed to the vacant position of Colonial Architect wrote that plans for the Cape Capricorn lighthouse had been prepared and that the building would be constructed of hardwood cased with sheet iron. He estimated the cost of the building with cottages to amount to £1460. Tenders were called, but by the closing date [20 February 1874] none had been received in Brisbane and only one in Rockhampton, this was from John Ferguson for £2850, with the work to be completed in twelve months. Stanley commented that his carefully estimated cost was £1600 for the tower and £600 for the two cottages and Ferguson's was greatly in excess of a reasonable sum of work. His recommendation was for fresh tenders to be called for the construction of the tower only and leaving the remainder of the work to be carried out by the government. Two tenders were received in the second attempt. James Midson of Charlotte Street, with a tender for a total amount of £1046/10/- was successful on this occasion in acquiring the contract. The lighthouse was to cost £549/10/- and the two cottages £497 and were to be completed in fourteen and ten weeks respectively. Midson must have completed the construction some time in October 1874, for on 2 November, Stanley wrote to the Under Secretary, Public Works advising him that the lighthouses and cottages had been framed together in Brisbane and were ready for shipment to the site. He submitted a 'tender' from Midson and Son for the construction of the buildings complete on the site for the sum of £753. It would appear that tenders were not called from the general public by means of the Government Gazette so that Midson and Son likely made a private offer or quotation to erect the buildings on the site at Cape Capricorn. The Executive Council approved of Midson and Son's offer whereby as stated in the Memorandum of Agreement they agreed 'to provide the materials for and perform the various works required in the construction and erection of a lighthouse and cottages at Cape Capricorn at or for the sum of seven hundred and fifty three pounds, and has agreed to complete the same within three months from the date of the acceptance of the tender.' The May Queen [Quinlan & Co] was chartered to convey the prefabricated buildings and the various ancillary effects from Brisbane to Cape Capricorn. The tender for this service was £40/- ton and Stanley estimated that 150 tons of materials would have to be transported. Incredibly, the construction of the lighthouse did not take into account the inclusion of the fitting up of a lamp room, lantern and associated apparatus. As a result, Stanley on reporting the estimated completion by 19 June 1875, requested authority for the expenditure of £180 to rectify the omission. Initially, it had been intended by the Portmaster that the lamp room was to have been made of cast iron and sent from England with the lantern. This

arrangement, however, was altered at the last minute, resulting in the tower having no lamp room. Stanley, describing the work as urgent, stated that it would be necessary to provide for the construction of a lamp room with iron galleries in timber framing with iron plating. Midson having completed his contract to the 'full satisfaction' of the Colonial Architect's Office, had the 'detention money' on the contract returned to him on August 1875. It may be estimated that the lighthouse was complete and the light operating in late July 1875. Besides the lighthouse itself, two other lights were operating at Cape Capricorn. In 1895, a survey of Queensland's existing marine safety measures included entries for two small auxiliary lights, both fixed, located to the north and south-east of the main lighthouse. Throughout the rest of the 19th century, the Cape Capricorn lightstation was serviced from Rockhampton. A steamer, the Fitzroy, was constructed in Maryborough in 1879, and then acted as a regular link between Rockhampton's port and the lighthouses and beacons at Cape Capricorn, North Reef, Pine Islet and Broad Sound. The delivery of supplies to lightstations was often a precarious and difficult business, with Cape Capricorn being no exception. There, supplies which were brought to the base of the hill by steamer, had to be winched up over 91 metres of jagged rocks. In 1912, a major assessment of all the lightstations and beacons along Australia's north-east coast was made by Commander Brewis. The report contained not only an assessment of the existing marine safety network, but also provided recommendations to facilitate the standardisation and rejuvenation of the whole system which was brought under the control of the Federal government from July 1915. A summary of Brewis' recommendations was that the power of the light be increased, the auxiliary light on the eastern side to be moved and adjusted, renovation of the lightkeepers dwellings and 'extensive tramway repaired and the steam winches supplied. It took some time for Brewis' recommendations to be implemented at the many surveyed sites along the coast-line, and it was not until 1923 that the first alterations were made to the light. At this time, the original oil wick burner was replaced by a 55mm incandescent kerosene mantle. Thirteen years later, plans dated 3 January 1936 were prepared for the conversion of the light to electric operation. In the same year, the Commonwealth government decided to replace the whole of the tower at Cape Capricorn with a new concrete block lighthouse six metres in height. Plans for this new building were prepared on 21 September 1937. It appears that an engine house was included at the base of the tower. Part of the base of this tower survives adjacent to the new powerhouse. The new lighthouse had a square plan, with a circular cantilevered balcony and a small circular lantern above. This lantern had a different fenestration from the original, and a squatter, less round, roof. Other buildings at the lightstation also underwent changes in the late 1930s. The residences and service buildings were also replaced then. The two new residences were timber framed with asbestos

cladding, and the service buildings (including the old powerhouse, store and winch house) had a similar construction. Plans for a new lighthouse to be erected at Cape Capricorn were prepared in July 1963. A concrete engine had already been designed in the previous year, on 9 January 1962. These two buildings appear to have been completed by 1964. It is not clear why the relatively recent lighthouse and powerhouse of 1937 needed to be replaced so soon. Four years later, in 1968, the optical apparatus was converted to 240V AC operation. During the 1960s and 1970s, Cape Capricorn served as the base radio station of the lightstation network which included North Reef, Lady Elliot, Pine Islet and Dent Island. In effect, this meant that the personnel at Cape Capricorn were responsible for the well being and continued operation of these lightstations and the provisions or organisation of assistance should any accidents or problems have arisen at these stations. On 18 December 1978, the role of base station was transferred from Cape Capricorn to Bustard Head. The latter lightstation had already been provided with computer equipment for monitoring the newly decommissioned North Reef lightstation, and was subsequently allocated the role of key monitoring and communications station for the area. Also, at this time, Cape Capricorn's experienced head keeper Harold Simpson was moved to Bustard Head to continue his role as communications officer. In August 1988, the power of the station was again converted, this time to solar energy. In 1983, the Commonwealth government prepared a report, Lighthouses: do we keep the keepers, making an assessment of the relative significance of the buildings at the site, with a view to putting the consequences of de-staffing into perspective. The Cape Capricorn lightstation was included in a group of 24 lightstations, where it was found that the economic benefits of de-staffing outweighed the social and other benefits, therefore, the removal of a presence at the lightstation was thought to be justified. During the early 1990s, the property was transferred to the Great Barrier Reef Marine Park Authority for four years, but in 1995 reverted to the ownership of the Australian Maritime Safety Authority. The property passed into the ownership of the State government in July 1997. A caretaker is currently occupying one of the lightkeepers' residences.

Description	
Designer Name	
Style	
Period	Late 19th century (1870s - 1890s)
Builder Name	
Construction Period	1875 - 1988
Construction Method	
Fabric (Exterior Structure)	
Fabric (Roof)	
Roof Form	
Description	The Cape Capricorn Lightstation is situated on the north-east side

of Curtis Island, located approximately 40 kilometres north of Gladstone. Cape Capricorn is regarded as the gateway to Keppel Bay. The Lighthouse The 6.4 metre lighthouse [1964] has a square plan with chamfered corners. It is constructed on concrete blocks, with a small enclosed porch at the base. The lantern which was originally at the top of the tower has been removed and now a self-contained beacon is mounted on the gallery platform. Keeper's Quarters The two keeper's quarters replaced earlier timber framed weatherboard buildings in the late 1930s. Timber-framed, clad with asbestos cement sheeting with timber cover battens, with hipped roofs clad with corrugated iron, the buildings are of a similar style to the quarters at Lady Elliot Island [1927], Sandy Cape [1935] and Bustard Head [1939]. The buildings retain much of their original form. Other Buildings Most of the service buildings are of the same age as the residences, constructed in the late 1930s. The exception is the new powerhouse which is contemporary with the 1964 lighthouse. The Store is a timber framed building, lined, with painted asbestos cement sheet with cover battens, resting on a high concrete foundation. The structure has a gabled roof clad with corrugated iron. The Old Powerhouse is a timber framed building, lined, with painted asbestos cement sheet with cover battens, resting on a high concrete foundation. The structure has a gabled roof clad with corrugated iron. The New Powerhouse is constructed of concrete block walls on a projecting concrete foundation which forms a plinth. The structure has a projecting flat concrete roof to the main room with a similar lower roof to a small attached porch. The Winch House is a timber framed building lined with painted asbestos cement sheet with cover battens, resting on a concrete foundation. The building has a gabled roof clad with corrugated iron. Associated equipment and landscape features include a motor, winch and coiled metal rope, an attached trolley [timber on a metal base] and cement pathway carrying steel rails down the hill to the beach. There are a large variety of sheds, from medium to small in size, on the site. These are mostly timber framed utility buildings with corrugated iron walls and roof. A concrete helipad is located approximately 120 metres to the south-east of the lightstation. Two auxiliary [lead] lights are located to the west and east of the lightstation complex. One, to the west, is timber framed clad with fibrous cement. The eastern lead light is concrete. The lead lights are not in working order. The remains of the previous lighthouses are located in a gully to the north of the lightstation.

Keywords  
Keywords

Images and Maps

Images





## Port Curtis Co-operative Dairy Association Ltd Factory (former)

### Place Details

Place ID	601334
Place Name	Port Curtis Co-operative Dairy Association Ltd Factory (former)
Alternative Name	PCD Factory Port Curtis Co-operative Dairy Company Ltd Factory
Place Classification	Built
Place Category	Manufacturing and Processing
Place Type	Factory - dairy (butter/cheese/cream) Cold room/Cold store Store/s / Storeroom / Storehouse Factory building
Place Components	Railway siding Waterhole Shed/s Office/Administration building

### Location

Property Name	
Address	6 Short Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1929-1949 (Fabric), 1906-1980 (Historical)

#### Criterion A

The Former Port Curtis Co-operative Dairy Association Ltd Factory, Gladstone, is important in illustrating the pattern and evolution of Queensland's history, being the first in a chain of Port Curtis Co-operative Dairy Association Ltd [PCD] factories established in Central Queensland, and PCD headquarters until c1980.

#### Criterion D

The place retains a number of elements integral to the function of the place as a butter [and later milk pasteurising and bottling] factory, including the 1929-30 factory building, an early factory office building, several cold stores, a c1938 single-storeyed company administration building with two-storeyed extensions erected 1948-1950, a 1938 re-tinning shed, an ice shed and a store erected during the Second World War, and sections of the 1914/1923 railway siding. These elements are important in illustrating the principal characteristics of an early to mid 20th century dairy factory with company headquarters and important links to a principal railway network and to overseas port facilities.

#### Criterion G

The Former Port Curtis Co-operative Dairy Association Ltd Factory, Gladstone was a major employer for nearly 8 decades, through much of the 20th century, and retains strong social

significance for the people of Gladstone and district.

Criterion H

The place is significant for its association with the work of the PCD in encouraging the expansion of dairying as a commercial activity in Central Queensland through the first half of the 20th century. The PCD was one of the largest dairying co-operatives in Queensland, was highly successful in stimulating the expansion of dairying in Central Queensland, and was a major exporter of Australian butter - most of this via the Gladstone factory.

History

The Port Curtis Dairy Company Ltd [the PCD] was formed at Gladstone in 1904, with its first timber factory buildings erected at Gladstone in 1906. By the 1920s, the PCD was one of the largest co-operative dairy companies in Queensland. The activities of the PDC at Gladstone and in surrounding districts stimulated the expansion of commercial dairying in Central Queensland. State wide, dairying was an important economic activity for the first half of the 20th century, and a mainstay for farming communities during the economic depression of the early 1930s. Surviving elements of the Gladstone factory site include the 1929-30 factory building, an early factory office building, several cold stores, a c1938 single-storeyed office building with two-storeyed extensions erected 1948-1950, a 1938 re-tinning shed, an ice shed and store room erected during the Second World War, and sections of a 1914 railway siding and 1923 siding extension. From the late 1880s, the Queensland government promoted the establishment of dairying in Queensland as a commercial, rather than subsistence, activity. The development of dairying as a staple industry was considered a means of relieving selector poverty and debt, and as encouragement to closer settlement of the land. The Meat and Dairy Produce Act 1893 was introduced to offer subsidies to dairy farmers and a tax on cattle, the latter funding the establishment of creameries, cheese and butter factories throughout Queensland. In 1895, Queensland produced its first butter surplus. The real catalyst for the establishment of commercial dairying proved to be the Agricultural Lands Purchase Act 1894, under which valuable agricultural land long freeholded by pastoralists was repurchased by the government, then offered as selections [mostly on perpetual lease] to agriculturalists. By the late 19th century, pastoralists could no longer afford to maintain huge freeholds, and were keen to relinquish land through repurchase. In the Gladstone district, the 1894 Act led to the opening of the Boyne Valley to selection and closer settlement, and this, combined with the provisions of the Meat and Dairy Produce Act 1893, ultimately led to the establishment of a meatworks [1896] and a butter factory [1906] at Gladstone. The Closer Settlement Act 1906 with its provisions for repurchase and on-selling to agriculturalists as settlement farm leases, led to a dairying boom in the Mount Lacom and Yarwun districts behind Gladstone. The Queensland government further supported agriculturalists with its establishment in 1901 of the

History

Queensland Agricultural Bank, aimed at increasing the flow of credit to selectors, further stimulating the dairying industry. The Queensland Government also intervened to maintain and enhance standards within the dairying industry. In 1898 the government introduced compulsory grading of butter and cream, prohibiting the mixing of all states of cream (fresh, ripe and stale) in the same vat. The Dairy Produce Acts 1904-05 provided further quality control with the introduction of Government inspection of dairies and factories. In addition, Queensland's Margarine Act 1910 restricting the use of margarine, was aimed at protecting the local dairying industry. One of the most distinctive characteristics of the early Queensland dairy industry was its organisation along co-operative lines. The co-operative movement, established in Switzerland in the 1880s, gained world-wide popularity at the Second International Dairy Conference held in 1905, but Queensland farmers were experimenting with the concept from the 1890s. In the 1890s and early 1900s, Victorian 'dairy immigrants' also brought ideas about co-operatives to Queensland. In November 1903, a public meeting was held at the Gladstone Town Hall to gauge local interest in forming a co-operative dairy company and erecting a dairy factory at Gladstone. Supported by graziers and selectors alike, a provisional committee was elected, representing Mount Larcombe, Calliope, Clyde Creek, Boyne River, Gladstone, Bororen, and Miriam Vale. The committee canvassed the district for support, soliciting shares and guarantees of milk supplies. As a result, the Port Curtis Co-operative Dairy Company Ltd was registered in Brisbane in September 1904 as a joint stock company, with the registered office situated in Gladstone. The company's objective was to erect a factory at Gladstone for the manufacture and storage of butter and other dairy products. During 1904 articles of association were drawn up, and a founding committee comprising prominent local graziers and businessmen was elected. A site for the dairy factory was selected adjacent to the railway line, a couple of blocks southeast of the main Gladstone Railway Station, and the scheme was approved by the Meat and Dairy Board. Tenders for the construction of a dairy factory [a timber structure] at Gladstone were called in June 1905 by Bundaberg architect FH Faircloth, with the contract let in August to J Connors. A dispute between the contractor and the dairy company delayed completion for several months, but finally the factory commenced butter production in April 1906. In 1914, Queensland Railways constructed a dead end siding for the PCD, which was extended in 1923 by 70 feet. The establishment of the butter factory at Gladstone provided local farmers with a steady income and stimulated the town economy. For example the Queensland National Bank opened a branch at Gladstone in December 1905, and the Commercial Banking Company of Sydney erected substantial new premises in the town in 1910-11 [601330]. During the 1910s dairying expanded in the surrounding districts, particularly at Mt Larcom and Bracewell, and the PCD made steady

progress. Following the appointment in January 1916 of Joseph W Rigby as Manager and Secretary, the area from which the Company received cream was extended and the Company's growth was greatly accelerated. In the period 1916 to 1923, suppliers increased from 216 to 502 and manufactured butter from 179 to 539 tons. Historian Lorna Macdonald [1988:170] suggests that during the 1920s the combination of Wilson [JL, of Calliope Station] as chairman, Rigby as manager, and RM Hill of Bororen who was elected to the board in 1924 . . . made the PCD one of the largest co-operative organisations in Queensland. JW Rigby remained as manager until November 1931. By the mid-1920s, the Company was expanding at a substantial rate. Under the provisions of the Primary Producers' Co-operative Associations Act 1923, in order to continue to use the word 'co-operative', the Port Curtis Co-operative Dairy Company Ltd was de-registered under the Companies Act 1863 to 1913, and in February 1925 was re-registered under the 1923 Act as the Port Curtis Co-operative Dairy Association Ltd. In the same year the PCD erected its own cold stores at Gladstone, with storage capacity for 150 tons of butter. This obviated the heavy costs of railage to Brisbane, as well as Brisbane cold storage charges, and reduced loss in quality during transit to Brisbane. As a consequence, a higher grade of export butter, and direct overseas shipment of butter from Gladstone, were made possible. The installation of coldstores at the PCD's Gladstone factory had important long-term effects for the Port of Gladstone, where butter formed the staple export from 1926 to 1934, prior to the first chilled beef [distinct from frozen beef] being exported in 1935. From the mid-1920s the PCD led the way in consolidating the dairying industry in central Queensland, from just south of Bundaberg to Bowen in the north, and inland to Monto, Biloela and Wowan. Consolidation commenced in July 1927 when the recently established Central Queensland Dairy Co-operative Ltd, based at Rockhampton, [and which had already absorbed Mount Larcom & District Co-operative Dairy & Produce Co., established 1921], amalgamated with the Port Curtis Co-operative Dairy Association Ltd. The amalgamation was conditional on the PCD erecting a dairy factory at Rockhampton, which commenced operation in January 1928. Further negotiations resulted in the absorption of the Bundaberg Co-operative Dairy Association Ltd, whose factory at Bundaberg operated as a branch of the Port Curtis Co-operative Dairy Association Ltd from 1 March 1928. From 1 April 1928 the Dawson Valley Co-operative Dairy Association Ltd's factory at Wowan operated as a branch of the PCD. Following the opening of the Upper Burnett to closer settlement in the 1920s, the PCD established a butter factory at Monto in 1929, stimulating a phenomenal expansion of dairying and pig-raising in that district. In the same year the PCD installed a buttermilk drying plant at Gladstone, the powdered buttermilk sold back to dairy farmers for fowl, pig and calf rearing. This proved a popular side-line, and in 1933 the PCD installed a plant at

Gladstone for converting buttermilk into a buttermilk curd. The PCD closed its Gladstone factory on 1 July 1929 for re-building purposes, re-opening early in February 1930 to handle cream only, and was fully operational by September 1930. The 1905-06 building appears to have been demolished at this time, replaced with the present main factory building. The 1929-30 factory contained the PCD's first laboratory. In addition to the substantial re-building of its Gladstone factory, the PCD opened a new factory in Mackay in March 1930, following the absorption of the Mackay District Co-operative Butter Factory Association Ltd by the PCD in 1929-30. Dairying proved to be the economic mainstay of many Queensland farming communities, including those of central Queensland, during the depression years of the early 1930s. Pig and calf raising became important adjuncts to the dairying industry, utilising skim milk and later buttermilk from the factories, as stock feed. By the second half of 1934, the increased quantity of butter available for export necessitated the construction of additional cold stores at Gladstone, on land leased from Queensland Railways adjacent to the PCD factory. These commenced operation in January 1935. [This building was demolished c1970s.] The PCD continued to expand its activities in central Queensland in the second half of the 1930s. In 1937 a dairy factory and buttermilk stud stock piggery [carrying capacity 500 pigs] were opened at Biloela in the Callide Valley. Another PCD buttermilk stud stock piggery, with a carrying capacity of 700 pigs, was opened at Monto in February 1938. In November 1938 the PCD installed a plant at the Gladstone factory for the re-tinning of cream cans, which proved popular with farmers. PCD butter production peaked in 1938-39 with 9,302 tons. About 1938 a single-storeyed administrative building was erected south of the main factory building, and in May 1939 a contract was let to J Hutchinson for additional cold stores, capable of storing 40,000 boxes of butter, at the PCD's Gladstone factory. These were operational by October 1940, giving the factory a holding capacity of 65,000 boxes of butter. The outbreak of the Second World War in September 1939 had a substantial impact on the operations of the PCD. Cheese factories were established at Bracewell [in operation May 1942 - 31 December 1954] and Theodore [in operation July 1942 - 31 January 1951], to meet requests from the British Government for extra cheese supplies. The processing of pasteurised milk at PCD factories was initiated with the arrival of United States troops at Rockhampton in 1942 - American military authorities did not approve the use of raw milk. At the Gladstone factory a number of new structures were erected, including an ice shed and store to the east of the PCD siding, both of which remain in situ. During the war all surplus butter was bought by the Commonwealth, but the war-time shortage of refrigerated ships necessitated the construction of emergency cold stores throughout Australia, to store accumulated butter supplies. Gladstone was chosen by the Australian Dairy Produce Control Board as a centre for an emergency cold store

for butter and meat, and in 1941-42 a timber cold store was erected there for this purpose. In 1946 the PCD purchased the Emergency Stores for a fraction of its original cost, and leased it to Swifts Meatworks for storing meat. Central Queensland dairy production peaked in the decade 1940-1950, with the PCD providing 28% of all butter exported from Queensland and 10% of the total Australian butter exports. During this period the PCD achieved its greatest diversification with production of butter, cheese, pasteurised milk and ice-cream (after the purchase of Pauls Ice Cream and Milk Ltd factory in Rockhampton in 1945). Facilities for ice cream holding and distribution were established by the PCD at Bundaberg, Gladstone, Mackay and Monto in 1946-47, and in 1948 a complete ice cream manufacturing plant was erected at Mackay for the PCD. In the immediate post-war years the PCD obtained the franchise for pasteurised milk in Rockhampton and established co-operative stores at Gladstone [on PCD land adjacent to the dairy factory, 1949], Biloela, Wowan and Monto, in converted surplus Army Storage Sheds acquired from Eidsvold and Stanwell. In this period the PCD also acquired a half interest in Central Queensland Co-operative Stock Feeds. In 1947 an attempt to shift PCD headquarters to Rockhampton was defeated and in January 1948 a tender of £11,886 from John Young and Sons was accepted for the construction of a new PCD Head Office at the Gladstone factory [an extension of the c1938 administration building]. In December 1949 it was decided to add a second storey to the new office building, at a cost of about £1,600. From the 1950s dairying in the Gladstone hinterland declined in favour of beef cattle and tropical fruit, and the PCD, following a national trend, turned to bulk milk rather than butter production, establishing milk pasteurising facilities and a bottling plant at its Gladstone factory in 1955-57. The factory building was refurbished to accommodate milk processing to meet codes of practice and included the introduction of a lower ceiling in the milk processing room and the re-finishing of the floor. Milk from the dairies was transported to the site by road and by rail. It was received at the northern end of the factory, whereupon the cans were weighed, milk was checked for freshness, sample cups were taken from each supplier and daily cream dockets were issued. The cans were placed upon a conveyor which tipped the milk into troughs and milk was strained into vats. The cans went to the can washer where they were cold rinsed, caustic washed, hot washed and steamed dried before being returned to the supplier for removal. The milk was centrifugally tested and pasteurised in the with the salt hole and pump house on the site providing the water for the vacuum before being bottled and then transported by conveyor to the stores. The PCD's Gladstone factory continued its milk pasteurising and bottling operation until it closed c1980. For some years afterwards, the Gladstone Maritime Museum was housed in the former company administration building, and a number of small businesses leased space in the former factory buildings. In October

1994 the Port Curtis Dairy Co-operative Association Ltd was absorbed by Paul's Ltd [Queensland United Food Industries], which sold the former Gladstone PCD factory in the late 1990s.

Description

Designer Name

Style

Period Interwar period (1920s - 1930s)

Builder Name

Construction Period 1929 - 1949

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

The Port Curtis Co-Operative Dairy Factory is a complex of buildings located on a 1.92 hectare site that rises from the reclaimed flats of Barney Point up a rise to the eastern side of a cutting along the north-south railway line. The site is bounded to the north and east by a large vacant freehold property owned by Queensland Rail, to the south by Young Street and to the west by railway reserve. The administration building is situated on the highest point of the site in the south-western corner adjacent to the railway bridge over Young Street. The building is comprised of two sections. Adjacent to Young Street the single storey rendered masonry section has articulated engaged piers to its southern elevation, a hipped corrugated iron roof surmounted by two small ventilators, quad guttering, later sliding aluminium windows and boarded soffits in line with the rafters. The two storey rendered masonry section attached along its northern also has a hipped corrugated iron roof and quad guttering but has a flat soffit with timber cover strips and no evidence of articulated piers. It has a rendered masonry string course below the window line. The windows comprise groups of six top hung sashes to the western elevation with later aluminium sliding windows generally throughout the remainder of the building. The butter stores are located between the Administration building and the butter factory to the north. The butter stores are comprised of four parts. There is a two storey wing along the western end which has a despatch/loading area at the excavated platform level of the factory and staff amenities on the upper level which aligns with the ground floor level of the Administration Building. This section has a gabled corrugated fibrous cement roof and metal framed double hung windows - larger openings have fixed sidelights. The stores are divided into three bays and are located at right angles to and are attached to the eastern wall of the dispatch wing. Two of the bays (to the south) have external wall of concrete frame and infill construction with corrugated fibrous cement gable roofs surmounted by pairs of large ventilators. The gable ends are lined with flat fibrous cement sheeting with timber cover battens and house louvred vents below which a suspended fibrous cement

Description

awning provides protection to several large doors which open onto a platform. The third bay to the north is of a similar form but of different construction. It has a corrugated iron roof and appears to have corrugated iron clad walls and steel framed windows. The butter factory originally housed the laboratory, boiler house, engine room, vacuators and butter processing areas following which it accommodated the milk bottling plant. The factory is a large two storey volume building of concrete frame and infill external wall construction supporting a steel framed roof. The building is divided into two bays with corrugated iron gabled roofs. Gabled roof clerestoreys running the length of each bay provide natural light and ventilation together with steel framed multipaned centrally pivoting windows in the eastern end elevation. A third ventilated gabled roof supported on a steel frame is attached along the northern end of the building providing protection for a receiving/loading area. The tops of the clerestoreys are visible from the west above the large concrete framed façade which faces the city and railway line and prominently displays the Port Curtis Co-Operative Dairy name and insignia. The infill panels are omitted at ground level on western façade providing access to a platform adjacent to which are remains of part of the railway siding. The railway siding comprised two tracks which entered the site near the south-eastern end across Young Street. These tracks converged at the northern end of the butter stores curving around the northern end of the factory and exiting to the main railway line at the north western end of the site. A spur off this siding returned around the factory along its western face. Sections of the track survive near the Young Street boundary, at the rear of the butter stores and to the west of the factory. The factory office, relocated to the north of the factory from its original location to the west of the siding, is a timber framed building, lowset on stumps with timber top hung sash windows and a flat fibrous cement wall cladding with timber cover strips. It has a corrugated iron gambrel roof with eaves extended over the south-west elevation. The ice room and store are located to the north east of the factory. The ice room is a two storey, timber framed volume with hipped corrugated iron roof. It has timber battens surrounding the base above which the walls are lined with vertical corrugated iron sheeting. Adjacent to the ice room is a store room which is a single storey volume with a hipped corrugated fibrous cement roof and wall clad in vertical corrugated fibrous cement sheeting. The tin shed is located toward the north eastern end of the site and is a single storey building clad in vertical corrugated fibrous cement sheeting. It has a gambrel roof with a ventilated ridge and later metal doors and gablet detailing to its eastern end. A water hole survives in the north eastern portion of the site and may be the salt hole from which water was drawn to form a vacuum in the pasteurisation process at the factory.

Keywords



Keywords

Images and Maps

Images



## Commonwealth Bank Building (former)

### Place Details

Place ID	601338
Place Name	Commonwealth Bank Building (former)
Alternative Name	
Place Classification	Built
Place Category	Commercial/Financial/Professional
Place Type	Bank Loggia/s Banking chamber
Place Components	Basement / Sub-floor Strong room Trees/Plantings

### Location

Property Name	
Address	114 Goondoon Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1920s (fabric) 1929-1972 (historical use by Commonwealth bank)

Criterion A The former Commonwealth Bank Building, Gladstone, erected 1928-29, is important in illustrating the pattern of development of Gladstone as a regional centre. As one of a group of employment-generating public buildings erected in Gladstone during the interwar period, [including the 1932 Post Office, 1934 Town Council Chambers, and 1940-42 Court House], the former Commonwealth Bank Building is significant in illustrating the less negative impact of the interwar economic depression on regional Queensland.

Criterion D The two-storeyed former banking premises remains sufficiently intact to illustrate the quality of interwar Commonwealth public works design; the exterior in particular still demonstrates the intention of the design to impress, and the building remains an integral component of the principal Gladstone streetscape.

Criterion E The two-storeyed former banking premises remains sufficiently intact to illustrate the quality of interwar Commonwealth public works design; the exterior in particular still demonstrates the intention of the design to impress, and the building remains an integral component of the principal Gladstone streetscape.

Criterion G As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and remain important public landmarks.

Criterion H The place is significant for its strong association with the work of

the Commonwealth Bank in Gladstone over four decades [1929-1972], during which time the town sustained the deepest economic depression of the 20th century, survived the worst global conflict of the 20th century, and finally, entered the greatest period of prosperity since the founding of Gladstone in 1853-54.

## History

This two-storeyed masonry building was constructed in 1928-29 as banking offices and bank manager's residence for the Commonwealth Bank of Australia, and remained the Bank's principal Gladstone branch until February 1972. The federal government's Commonwealth Bank Act of 1911 established Australia's first bank empowered to conduct both savings and general [trading] bank business, with the security of a federal government guarantee. On 16 September 1912 the Savings Bank Department of the Commonwealth Bank [later the Commonwealth Savings Bank] commenced business in Queensland. The new bank established a main office in Brisbane, and operated branches through the 194 post offices throughout Queensland which had been transferred to the Commonwealth after Federation, and which previously had acted as agencies for the [Queensland] Government Savings Bank [established in 1864 by act of Queensland Parliament]. The Gladstone Post Office remained the Commonwealth Bank's representative in Gladstone until 1921. The [Queensland] Government Savings Bank had established a regional branch at Gladstone in June 1912 in rented premises on the eastern side of Goondoon Street, between Lord and Yarroon Streets, formerly occupied by the Commercial Banking Company of Sydney. In December 1920 the Queensland Government Savings Bank was absorbed by the Commonwealth Government Savings Bank, following which the Commonwealth Bank's Gladstone Post Office agency was closed and all business moved to the former Queensland Government Savings Bank's premises in Goondoon Street, opening there on 3 January 1921 as the Commonwealth Bank and providing full commercial and savings bank facilities. By the 1920s Gladstone's business heart was shifting south toward the railway station, and the Commonwealth Bank decided to erect purpose-designed banking premises closer to the centre of business. In 1927 vacant land in Goondoon Street, between William and Roseberry Streets, was purchased for £700 from J Friend. In 1928 plans were prepared by the Commonwealth Department of Works and Railways for a substantial, two-storeyed 'Spanish style' brick building, with ground floor banking chamber and upstairs manager's residence. The use of Mediterranean ['Spanish'] style was in vogue for both domestic and commercial buildings in Australia and overseas at this period, and the Commonwealth Bank, like other financial institutions, was keen to reflect through its buildings a modern, progressive and reliable approach to successful money management. Other popular architectural styles favoured by the Bank at this period were

## History

stripped classical and moderne. Tenders were called in September 1928, and the job was let in November to local Gladstone contractor Mr FF Hill, with a tender price of £8,384 and a completion date of 30 April 1929. This was extended to 17 August 1929, and the bank opened for business in September 1929. At the time of completion, the building was described as the finest banking chamber in Gladstone. Entrance to the new branch was through a small colonnade leading to a centrally located doorway into the banking chamber on the ground floor. The manager's office was located at the front, and the main counter, which housed three teller boxes, ran across the width of the banking chamber. Behind this were the strong room, staff facilities and store room. The manager's three bedroom residence was located on the upper level. During the Second World War the Gladstone branch of the Commonwealth Bank became heavily involved with Commonwealth Bonds and other forms of government fund-raising for the war effort, and was the local agent for the meat and clothing rationing authorities. During the late 1940s and 1950s, the Commonwealth Bank expanded its activities Australia-wide, opening hundreds of branches and agencies to cater for the increase and spread of population accompanying Australia's great post-war migrant influx, and reflecting the buoyant national economy of the 1950s. In December 1959 the Commonwealth Bank of Australia was restructured and renamed the Commonwealth Banking Corporation. In the 1960s and 1970s Gladstone entered a new period of prosperity with the establishment of an alumina refinery, an alumina smelter, a cement clinker plant, a huge regional power station, and three separate coal loading facilities. As early as 1970, the growth of business through the Commonwealth Banking Corporation's Gladstone office had increased to over 7,800 savings accounts and 800 cheque accounts, and the existing premises were proving inadequate for the conduct of bank business. In June 1970 a vacant site in Goondoon Street, directly opposite the 1928-29 building, was purchased, and larger bank offices were erected there in 1971-72. The new premises opened in February 1972, and the old premises were sold a month later. At present the former Commonwealth Bank Building at Gladstone is occupied by Kinhill Cameron McNamara, consulting engineers, on the upper floor, and, appropriately, the Metway Bank on the ground floor. Conversion of the upper floor to offices necessitated the removal of most of the original internal partitioning on that floor.

Description  
Designer Name

Style

Mediterranean

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1928 - 1929

Constuction Method

Load-bearing brick

Fabric (Exterior Structure) Brick - rendered  
Fabric (Roof) Terracotta tiles  
Roof Form Pyramid

Description

The former Commonwealth Bank Building in Goondoon Street, Gladstone, is a two-storeyed brick and concrete building with sub-floor, located in what has been the heart of the city's commercial precinct since the 1920s. It is one of Gladstone's more substantial interwar commercial buildings, and is designed in a restrained Mediterranean style, with a colonnaded entry porch, arched windows, and a terracotta tiled roof. The plan of the building is typical of 19th and 20th century bank buildings with a banking chamber at ground floor level and a residence for the manager on the second floor level. The building is rectangular in plan, narrower across the street frontage than the depth, and is built up to the street alignment. It has been extended at the rear. It occupies approximately half of the block, with a bitumined carpark at the rear, accessed via a driveway off Goondoon Street along the north side of the building. There are several mature trees along the perimeter of the back yard, possibly related to the period of occupation of the first floor of the building as a bank manager's residence. The site slopes considerably to the rear [east] and to the south, accommodating a basement level with what was formerly a strongroom. The building has concrete foundations, staircase, verandah floors and strong room. The external and internal walls are rendered brickwork. Internally the floors are timber. The terracotta tiled roof is pyramid-shaped, with wide-eaves. The principal facade of the building facing Goondoon Street has a central recessed entrance porch which leads to the banking chamber [currently occupied by Metway Bank]. A small flight of steps lead to the 3-arched colonnaded porch. Above the entrance porch the first-floor verandah, which mirrored the entrance porch, has been enclosed with glazing panels. Another first floor verandah on the southern side of the building has been enclosed with brickwork and a small row of windows. The symmetry of the street facade has been marred with the conversion of a window to the left of the front entrance into a doorway, to provide street access to the internal staircase leading to the upper floor. The original external side access has been enclosed. Most of the other external openings survive and retain their original joinery. The ground floor, which remains in use as a banking chamber, has undergone refurbishment - including the insertion of a false ceiling and air conditioning ducting. However the space remains substantially intact. The timber counter and teller boxes have been removed, but the fine entrance, manager's office and rear ancillary rooms remain, and the original function of this space can be understood. There is an internal staircase at the rear southeast corner leading to the basement, which also is accessed externally at ground level from the rear of the building. The first floor is reached via an internal and original timber staircase at the northwest corner of the building, which now is accessed only from the front street.

The upper floor has been gutted and refurbished as office space not associated with the bank on the ground floor, hence the alterations to create a separate entrance. There is a set of external timber back stairs leading from the first floor to the back yard, at the original northeast corner of the building. There is a concrete block extension, two-storeyed with sub-floor, at the rear. This has necessitated little alteration to the main building, with the former rear external wall now an internal partition.

Keywords  
Keywords

Images and Maps

Images



## Gladstone Central State School, Block B

### Place Details

Place ID	602001
Place Name	Gladstone Central State School, Block B
Alternative Name	Block B, Gladstone State School
Place Classification	Built
Place Category	Education, Research, Scientific Facility
Place Type	School - state (primary)
Place Components	School/School room

### Location

Property Name	
Address	94 Auckland Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1900s (historical) 1900s-1910s (fabric) 1904 ongoing (social)
Criterion A	Block B, Gladstone Central State School is significant historically for its association with the important work of primary school education in Gladstone since the early 1900s,
Criterion G	Block B, Gladstone Central State School has had a special association for generations of Gladstone residents as a place important in their personal histories.

### History

History	<p>Block B of the Gladstone Central State School was erected in 1904 as the first timber classroom extension to the Gladstone State School, established in the early 1860s. The town of Gladstone at Port Curtis was founded by the New South Wales colonial government in 1853-54, and during the 1850s a number of private schools operated in the township. In 1861, following the separation of Queensland from New South Wales, a primary school was established at Gladstone under the provisions of the Queensland Government's Education Act of 1860, which provided government assistance for primary education modelled on the New South Wales system of national [or state-assisted] schools. At Separation in December 1859, there were only three national schools in Queensland [at Drayton, Warwick and Brisbane], established under New South Wales legislation. The first 7 national schools established in the new colony of Queensland opened in 1861. Among these was the Gladstone Primary School, which opened about April that year. The Gladstone Primary School initially may have occupied the premises of a former private school conducted from 1859 by JH Carvosso, who was appointed the first national</p>
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school teacher in Gladstone in 1861. A purpose-designed primary school was constructed in 1863-64 and opened at the beginning of 1864, on the present school reserve. It was a T-shaped brick structure. The front section of the building, facing Auckland Street, was the residence of the school master; behind this, at right angles to the residence, was a long school room to accommodate 70-80 students. Queensland's national school system, administered by the Board of General Education, was replaced in 1875 with a system of free, compulsory, secular education for children aged 6 to 12 years, administered by the Department of Public Instruction. At this time the Gladstone Primary School became the Gladstone State School. By 1879, average attendance at the school had reached 110, and classes were being conducted on the verandahs. To relieve the overcrowding, a separate teacher's residence was erected in 1880-81, and the front section of the 1863 building was remodelled as a classroom. By 1897, total enrolment was close to 200 and the average attendance had reached 150. The school was again in urgent need of additional classrooms. Extensions were approved by the Department of Public Instruction, but the local community was not able to raise the one-fifth contribution needed to fund the additions until 1904, when a new timber block was erected in front of the 1863 building, and connected to it by a covered walk-way. Tenders were called in March 1904. The contract was won by J Connors with a price of £437/2/3, and the building was completed by late 1904. Despite a number of modifications, it survives as the present Block B. In November 1913, the Gladstone State School Committee refused to spend any more money on repairs to the 1863 school building and requested that it be demolished and replaced with a new timber building in keeping with the 1904 wing [Block B]. This building [Block A] was erected in 1914-15 and opened in February 1915. In 1917 the 1863 building was sold for £2 for demolition/removal. By the mid-1930s, Block A had become the High School wing of the Gladstone State School, and two additional timber wings had been erected. One of these accommodated primary school children [Block C], and the other was the Infants School [Block D]. In 1936/37 a purpose-designed home economics and manual arts wing was erected [Block E], but there was little further expansion of the school premises until well into the second half of the 20th century. Gladstone State School was renamed Gladstone Central State School on 14 November 1968. By March 1973, the school had acquired an additional large teaching block [Block G], an administration block [Block H], and a toilet block [Block J - replacing earlier earth closets]. At this time plans were drawn for a new Block C, and it appears that the old Block C was removed to another part of the site, and re-named Block F. By 1978, Block A [the 1914-15 building] had been removed and the new Block C had been constructed, but Blocks B, F [the re-sited former Block C], D & E remained.

Description



Designer Name	Department of Public Works
Style	Vernacular
Period	Separation and consolidation (1860s)
Builder Name	
Construction Period	1904 - 1904
Construction Method	Frame - timber
Fabric (Exterior Structure)	Timber
Fabric (Roof)	Other - Fabric (roof)
Roof Form	Gabled

Situated on a sloping site in the northwest corner of the Gladstone Central State School grounds overlooking Auckland Street, Block B is a free-standing, single-storeyed timber building sitting on low concrete stumps to the east and north and higher concrete stumps to the west and south. The low-pitched gable roof is sheeted with polytex sheeting and has small triangular decorative panels of vertical slats to the north and south gable ends. The exterior is clad with painted weatherboards. The north and south elevations each have a bank of fourteen awning windows sheltered by a sunshade awning with lattice triangular panels to each end. The south elevation also contains a porch entrance to the east verandah and the north elevation contains two small windows to the west corner. The building is planned about a single room with lateral verandahs. The building has been altered but some original fabric remains including timber linings, doors and windows. The single room has been subdivided with concertina doors to form three rooms and partitioned spaces and enclosures added to the verandahs. A small, single-room, rectangular, gable-roofed annexe extends from the centre of the east verandah. Clad externally with weatherboards, the annexe has two casement windows to the north and east elevations and the ceiling and interior walls are lined with tongue-and-groove boarding with coved mouldings to the corners and cornice. The east verandah is enclosed and lined internally with tongue-and-groove boarding and coved mouldings to the corners and cornice. There is a bank of clerestorey louvres to the south of the annexe and three sets of clerestorey and six sets of half height louvres to the north. Rooms to the corners of the verandah have been partitioned with fibro cement sheeting. A plain timber door opens to the annexe. There is a porch entrance to the south and a plain timber door in the east wall to the north of the annexe. The west verandah is approached by a central set of timber stairs. The corners of the verandah have been enclosed to the north for toilets and to the south for a small kitchen. Both enclosed areas open to the verandah. There are four timber casement windows to the west in the south corner and three timber casements windows to the west in the north corner. The open middle portion of the verandah has a timber handrail and two horizontal midrails and a single stop chamfered verandah post at the top of the stair. The west verandah has exposed stud framing and is lined with chamfer boards. There are three sets of triple sash windows to the centre with timber doors to each side and an

additional timber door near the north enclosure. There are tilting fanlights above all doors. The panel and sheeted french doors to north of the windows are stop chamfered to the interior. Tusk tenon joints to the framing of the windows and doors. The main room has a coved ceiling lined with tongue-and-groove boarding with coved corner mouldings and cornice and exposed timber truss bases. There are winding mechanisms for the tilting fanlights.

Keywords  
Keywords

Images and Maps

Images



## Gladstone Post Office (former)

### Place Details

Place ID	601331
Place Name	Gladstone Post Office (former)
Alternative Name	
Place Classification	Built
Place Category	Communications
Place Type	Post and Telegraph Office
Place Components	Tower - clock

### Location

Property Name	
Address	33 Goondoon Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1930s (fabric) 1930s-1990s (historical, social)

#### Criterion A

The former Gladstone Post Office, erected in 1932, is important in illustrating the pattern of development of Gladstone as a regional centre. As one of a group of employment-generating public buildings erected in Gladstone during the interwar period, [including the 1929 Commonwealth Bank Building, the 1934 Town Council Chambers and the c1940 Court House], the former Post Office is significant in illustrating a more positive impact of the interwar economic depression on regional Queensland.

#### Criterion E

As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and remain important public landmarks. The prominently positioned former Post Office with clock tower retains a reasonably intact street exterior, and remains an integral element, with landmark status, in the Gladstone townscape.

#### Criterion G

As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and remain important public landmarks. The prominently positioned former Post Office with clock tower retains a reasonably intact street exterior, and remains an integral element, with landmark status, in the Gladstone townscape.

### History

#### History

The former Gladstone Post Office was erected in 1932 as a purpose-designed Post Office for the Commonwealth Postmaster-General's Department, replacing earlier Post and Telegraph Offices on the same site. The 1932 building was at least the third purpose-built post and telegraph offices in Gladstone, and was designed by

the office of the Federal Director-General of Works, Canberra. It was one of several important public buildings erected in Gladstone in the interwar years as work creation schemes, including the 1929 Commonwealth Bank Building, the 1934 Town Council Chambers and the c1940 Court House. As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and remain important public landmarks. Gladstone was established by the New South Wales colonial government in 1854, possibly in an attempt to create a more centralised alternative to Brisbane as the capital of any future northern colony. The town's first post office was gazetted on 1 July 1854, opening in premises at the corner of Goondoon and Yarroon Streets [later the site of the Commercial Hotel]. In the late 1850s and early 1860s postal services between Gladstone and Gayndah, Maryborough and Rockhampton were established, and to the Calliope Goldfields in 1864. In 1860, the Brisbane-Gladstone postal service came by fortnightly steamer, increased to a weekly service in 1871. On 28 November 1864 the overland telegraph service was opened to Gladstone, linking the town with Brisbane, Rockhampton and the hinterland. In 1869 a substantial brick building was erected on the Customs Reserve at the corner of Lord and Goondoon Streets, Gladstone, as purpose-designed Post and Telegraph Offices and Customs House, with attached residences for the post master and the telegraph master. For a short time, post, telegraph and customs shared this building before it was designated as Gladstone Customs House. The post and telegraph departments then occupied temporary premises until a large timber building with separate offices and residences for post and telegraph was constructed in 1877-1878. This building was erected in Goondoon Street, at the intersection with Yarroon Street, on a prominent and centrally located site gazetted as a Post and Telegraph Reserve. Total expenditure on building and site by the Queensland government in the period 1877-1900 was £3,014. A telephone trunk line office opened at the Gladstone Post & Telegraph Offices on 20 September 1910, but the exchange was not built until 1911. In 1912, most of Queensland's Post and Telegraph Department's property, including the Gladstone Post and Telegraph Offices, was transferred to the Commonwealth Government. By the late 1920s, the shabby condition of Gladstone's Post and Telegraph Offices was an embarrassment to the local community. The Commonwealth Government's District Works Inspector, based at Rockhampton, recommended in 1925 and 1927 that the building did not warrant substantial expense on repairs, and recommended that a brick or concrete structure be erected in its place. Still the Postmaster-General's Department failed to act. By late 1928 the condition of the Gladstone Post Office had become an election issue, and in 1929, federal MHR for Capricornia, Mr FM Forde, lobbied on behalf of his constituents for a new post office. Finally, provision was made in the estimates of 1930-31 for a new brick and tile-roofed building, to cost

approximately £5,540. However, by the end of 1930, as world-wide economic depression worsened [with primary-producing Australia particularly vulnerable] this proposal was deferred. The depression deepened, and in November 1931, the Federal Works Director for Queensland, James Orwin, recommended to Canberra that urgently required new post offices at Gladstone, Muttaborra, Hughendon and Isisford be erected under relief scheme funding, using day labour. The proposal was accepted, and work on the Gladstone project commenced almost immediately. Before the end of the year, plans and specifications were being prepared by the office of the Director-General of Works, Canberra. By late January 1932, Mr D Gallogly had been engaged as foreman of works and the Post Office half of the 1870's building had been sold for removal. The new post office was erected on the same reserve as the 1870s building, but with a smaller [66 feet] frontage to Goondoon Street. To enable construction of the new building, the Post Office half and clock tower of the 1870's building were removed first, and the post office temporarily shared facilities with the telegraph office. When the new building was completed, the old Telegraph Offices were removed, leaving a frontage of 64 feet to Goondoon Street for future development. The new post office was a single-storeyed rendered brick building with symmetrically arranged entrance porches on either side of the front elevation. Unlike the earlier Gladstone Post and Telegraph Offices, the new building did not include quarters for the post master or telegraph master. Only 7 of this 'twin porch' type of masonry post office were erected in Queensland in the period 1923-1932, but 25 timber post offices of similar design were erected 1923-1939. The masonry post offices of this era illustrate the transition from timber to masonry post offices in Queensland, and from design by the Queensland Works Department to the Commonwealth Works Department. No new timber post offices were erected in Queensland after 1940, and the masonry post offices erected in the period 1941 to 1952 favoured the 'porch, parapet and hip' design. The Gladstone Post Office was the only one of the Queensland 'twin porch' masonry post offices to include a clock tower, illustrating Gladstone's role as an important regional centre. The existing clock mechanism, already recycled from Maryborough and dating to at least 1900, was overhauled and used again in the new building. In 1932 the Gladstone Town Council agreed to illuminate, each night until midnight, the faces of the town clock which was to be installed in the new post office. The new post office was opened officially on 23 July 1932, when members of the Gladstone Town Council, Chamber of Commerce and Harbour Board were taken on a tour of the building. At the time, the contribution of Mr FM Forde, MHR, in promoting the construction of this building, was acknowledged. In the second half of the 1940s a two-storeyed rendered-brick Carrier Equipment Building [telephone exchange] was erected on the southern end of the post office reserve, about 20 feet from the post office building and fronting Goondoon Street.

This was extended to the rear in 1965-67, linking the exchange with the 1932 post office. Perhaps at this period, and certainly between 1962 and 1976, the post office building was extended on the southern side to accommodate public telephones. By 1976, the post office had undergone a number of modifications, including a large, two-storeyed brick extension to the rear of the post office, necessitating the removal of the rear wall of the 1932 building, and changes to the two public entrances. Internal verandahs had been created along the north and east sides by means of a rearrangement of the internal partitions, accommodating an expanded number of private post boxes. By the mid-1990s, changes in postal handling techniques made the building redundant to Australia Post, and it was sold to private enterprise in 1997. The interior has been gutted since, in preparation for an internal refurbishment as offices, but the principal street façades survive reasonably intact, and the prominently positioned building, along with its clock tower, remains an integral element in the Gladstone townscape.

Description

Designer Name

Style

Classical

Period

Interwar depression (1929 - 1933)

Builder Name

Relief work

Construction Period

1932 - 1970s

Constuction Method

Load-bearing brick

Fabric (Exterior Structure)

Brick - rendered

Fabric (Roof)

Terracotta tiles

Roof Form

Hipped

The former Gladstone Post Office is a single-storeyed rendered masonry building with a terracotta-tiled hipped roof, prominent clock tower and two-storeyed brick extension at the rear of the building. The building is situated in Goondoon Street, the principal street in Gladstone, and overlooks the harbour. The principal façade of the building is to Goondoon Street with two flat roofed porches either side of a protruding gable. The building is designed in a stripped classical style. The clock tower sits above the gabled-end; it is square in plan, has a four-faced clock and is capped with a pyramidal terracotta roof. Below the clock tower the gable-end elevation has two sets of paired sash timber windows arranged symmetrically. There is evidence in the triangular pediment of the gable of the original signage. The entrance to the twin porches is marked by two simple columns. The northern porch is entered by a flight of steps; aluminium shop fronts and doors give access to the building. The southern porch has been extended along the southern elevation of the building. The extension is rendered masonry, with paired sash windows and a flat metal deck roof. The southern porch has aluminium shop fronts and doors. The northern elevation of the buildings has two sets of timber sash windows symmetrically arranged. The basement level below has

Description

three multi-paned timber sash windows. Internally the main Goondoon Street level of the 1932 Post Office is one large open space. The original timber floor is extant, as is some remnant light internal partitioning. The ceiling has been removed as part of the process of refurbishing the building. The back wall of the original building was demolished when the extension was constructed. The two-storeyed face brick rear extension has a flat roof. A concrete stairway leads to the lower level which contains a number of small rooms and connects with the two basement rooms of the 1932 building.

Keywords

Keywords

Images and Maps

Images



## Kullaroo House

### Place Details

Place ID	601330
Place Name	Kullaroo House
Alternative Name	Commercial Banking Company of Sydney Ltd [Gladstone Branch]
Place Classification	Built
Place Category	Commercial/Financial/Professional
Place Type	Bank
Place Components	Strong room
	Furniture/Fittings
	Fireplace
	Banking chamber

### Location

Property Name	
Address	40 Goondoon Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1910s (fabric) 1911-1958 (historical bank use)
Criterion A	Kullaroo House, erected in 1910-11 as new premises for the Commercial Banking Company of Sydney's Gladstone branch, is important in illustrating the pattern of Queensland's history, demonstrating the renewal of business confidence in Gladstone and district in the early years of the 20th century. It was one of the CBC's more substantial regional offices, and illustrates how Gladstone was perceived at the time as potentially an important regional centre.
Criterion D	Despite a number of late 20th century refurbishments, the building still illustrates the principal characteristics of a substantial, early 20th century, two-storeyed brick banking premises with classical detailing, designed to impress.
Criterion E	The building is aesthetically pleasing, is located on a prominent site in the principal street of Gladstone, and makes a strong contribution to the Gladstone townscape.
Criterion G	The place is considered locally as one of Gladstone's finest buildings, and is of landmark status.
Criterion H	It is important as a fine example of the work of Queensland architect JPO Cowlshaw, and in illustrating the work of the Commercial Banking Company of Sydney in central Queensland in the first half of the 20th century.

### History

History	Kullaroo House was constructed in 1910-11 for the Commercial
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Banking Company of Sydney Ltd, which moved into the building in June 1911. It was designed by Brisbane architect James Percy Owen Cowlshaw, who designed many of the Commercial Banking Company of Sydney's Queensland premises. The Commercial Banking Company of Sydney Ltd had been formed in New South Wales by local interests in 1834, and had established its first Queensland branch at Maryborough by 1860. A branch was opened in Gladstone on 9 June 1897, long after the Australian Joint Stock Bank and the Queensland Government Savings Bank had opened offices there in the mid-1860s, but predating the Queensland National Bank [1905] and the Commonwealth Bank of Australia [1912]. The move by the CBC into Gladstone in 1897 appears to have been associated with the 1896 opening of the Gladstone meatworks and extension of the northern railway from Brisbane to Gladstone. By the turn of the century the ubiquitous cattle tick was decimating the local grazing industry, affecting meatworks production and cattle shipments. This, coupled with the great drought of 1900-02 and the 1903 opening of the Rockhampton extension of the northern railway [which immediately deprived Gladstone of substantial port trade and passenger shipping], caused a crisis in business confidence in the town. The development of a local dairying industry, however, and the 1905 opening of a butter factory at Gladstone, did much to revive the town's fortunes, and the future of town and district appeared secure in 1909 when new Gladstone premises were being planned for the Commercial Banking Company of Sydney. Initially, the Bank had leased shop premises at 22 Goondoon Street, then in 1901 took a 10 year lease on premises at 30-32 Goondoon Street. As the expiration of the lease approached, the Bank made the decision to invest in new, purpose-built banking premises. The site at the southeast corner of Goondoon and Yarroon Streets, in the heart of Gladstone, was purchased in February 1909 for £600. Brisbane architect James Percy Owen Cowlshaw, son of early Brisbane architect James Cowlshaw, was commissioned to design the building, and the tender was let in May 1910 to AA Carrick of Brisbane, with a tender price of £4,650. In July 1910, the Bank appointed James Beattie as Clerk of Works to supervise construction. JPO Cowlshaw's design was for a two-storeyed building, with banking chamber on the ground floor and manager's residence on the upper floor. The Gladstone manager, Mr WB Thomas, was keen to see a building of some substance erected: The figures of the Branch and the good prospects of both town and district, entitle a fairly good building. With the splendid harbour here there is every possibility that in time the town will develop into one of some importance. . . . There was no local brickworks at Gladstone, and the manager recommended concrete rather than timber construction. However, when he saw the plans prepared by Cowlshaw for a two-storeyed building of face brickwork, he was delighted: The building will be by far the best in town, and a good advertisement for the Bank. Despite the contractor having some

difficulty in managing the project satisfactorily, Beattie worked to ensure that the contract was completed, and the building was handed over to the Bank on 13 May 1911. Interior fittings were fixed, and the Bank opened for business in its fine new premises in June 1911. In the ensuing months a concrete retaining wall was erected at the rear of the site and along part of Yarroon Street, and picket fences erected on parts of both street frontages. The two-storeyed brick premises at the corner of Goondoon and Yarroon Streets served the Commercial Banking Company of Sydney for nearly 50 years. In the mid-1950s the Bank commissioned new premises in Goondoon Street [designed by JPO Cowlshaw's son, architect George Owen Cowlshaw of Ure, McNaught & Cowlshaw, Brisbane], which opened on 26 May 1958. In September that year, the Bank accepted an offer of £4,500 from Gladstone businessman Mr MA Busted, to purchase the former banking premises [land and building]. From the early 1960s at least, the building was occupied as a boarding house, known as Kullaroo House. The name Kullaroo is believed to be an Aboriginal word meaning road that leads to water, and from the upper verandahs of Kullaroo House fine views of Gladstone harbour can be obtained. In the 1970s, new owners Goodwin, McKenzie, Forbes and Partners, lawyers, refurbished the building as law offices, retaining much of the original detailing. In the late 1980s Kullaroo House was used as a restaurant and in 1993 was acquired by the Gladstone Port Authority, which refurbished the building for office expansion. It is understood that at this time, most of the internal first floor partitions were removed. In 1996-97 further refurbishments were carried out and a large extension, imitating the original detailing, was constructed. Currently, both floors of the 1911 building contain office accommodation.

Description	
Designer Name	Cowlshaw, James Percy Owen
Style	Classical
Period	Early 20th century II (1900 - 1914)
Builder Name	Carrick, AA
Construction Period	1910 - 1911
Constuction Method	Load-bearing brick
Fabric (Exterior Structure)	Brick - painted
Fabric (Roof)	Metal sheeting - corrugated iron
Roof Form	Hipped
	Kullaroo House, the former Commercial Banking Company of Sydney Building, is a substantial two-storeyed brick building prominently situated in Goondoon Street, overlooking Gladstone Harbour. The building is rectangular in plan with a large extension, which is connected to the rear of the eastern corner of the building. The building has a double height verandah on three sides and a projecting double height entry porch. The porch is detailed with classical elements. The building has a hipped corrugated iron roof with a smaller hipped section over the porch. Three tall
Description	

chimney stacks, of alternating bands of light and dark brickwork project through the roof. The original layout of the bank contained the banking chamber and associated offices on the ground floor level, with the managers residence above. When constructed Kullaroo House was face brickwork, the building has subsequently been painted and this diminishes the architectural articulation of the design. Kullaroo House is entered via a flight of stairs leading to the entrance porch. The porch is plastered brickwork which distinguishes it from the rest of the building. The plasterwork is rusticated, on either side of the entrance double height pilasters support a triangular pediment. The pilasters have composite capitals and decorative swags. On the upper level of the porch the arched openings have been enclosed and the space is used as an air conditioning plant room. The two storey verandah has a small projecting roof at first floor level and is detailed in timber with paired columns, slatted balustrade and valance. On the southern section of the ground level verandah, the balustrade has been removed and the columns have been sliced off above ground floor level and are supported by concrete plinths. At ground floor level all the major rooms associated with the original design of the building as a bank remain intact. The entrance porch opens onto the main banking chamber, which has all its original cedar door and window joinery, pressed metal ceiling and black marble fireplace. Part of the original cedar counter remains and has been modified for modern office use. The original safe is at the rear of the chamber and is intact with its patent fireproof door and domed concrete ceiling. Two large rooms open to the east off the main chamber. These rooms have cedar joinery, pressed metal ceilings and white marble fireplace surrounds that are intact with register grates and decorative tiles. A small room at the rear of the banking chamber has an external door to the verandah and leads to the stair hall which has an intact cedar staircase and pressed metal ceiling. An arched opening at the end of the stair hall leads to the section of the building constructed in 1996-97. Behind the stair hall is a large room that has been created from two smaller rooms; it has a dropped ceiling and a new door to the verandah. The stair case leads to the second level. On this level all the original ceilings have been removed and replaced with a dropped ceiling, with fluorescent lighting and air conditioning grilles. Most of the internal walls have been removed to create a large open office space. As this level was the residence of the Bank manager most of the rooms had french doors opening onto the verandah. The french doors remain, but benches and desks have been built across the doors so that they no longer operate as doors. The 1997 extension is set back from Goondoon Street, externally it mimics the classical detailing of the original building. The junction of the original building and the extension is marked on the roof line by a timber belvedere with a corrugated iron roof. The extension is not considered significant and is not included in the listing boundary.

Keywords  
Keywords

Images and Maps

Images



## Gladstone Court House

### Place Details

Place ID	601332
Place Name	Gladstone Court House
Alternative Name	
Place Classification	Built
Place Category	Law/Order, Immigration, Customs, Quarantine
Place Type	Courthouse - magistrates/court of petty sessions
Place Components	Office/s Court house

### Location

Property Name	
Address	16 Yarroon Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1940s (historical) 1940s (fabric) 1942 ongoing (social)

Criterion A Gladstone Court House, erected in the early 1940s, is important in illustrating the pattern of development of Gladstone as a regional centre. As one of a group of employment-generating public buildings erected in Gladstone during the interwar period, [including the 1929 Commonwealth Bank Building, the 1932 Post Office and the 1934 Town Council Chambers], the court house is significant in illustrating a more positive impact of the interwar economic depression on regional Queensland.

Criterion D The two-storeyed brick courthouse remains substantially intact, and is a good example of interwar Queensland public works design. The courtroom is important for its collection of intact purpose-built furniture.

Criterion E Prominently positioned on the rise of Auckland Hill, Gladstone Court House remains an integral component of the Gladstone townscape, and has landmark status.

Criterion G As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and remain important public landmarks.

Criterion H The building is important for its association with the Department of Public Works and in particular with the work of architect Raymond Clare Nowland. The court house, and the reserve on which it is located, is significant for its strong association with the dispensing of justice in the Port Curtis district since at least the 1870s.

### History

## History

Gladstone Court House, a two-storeyed masonry building, was erected in 1940-42. The building was designed in the office of the Queensland Department of Public Works, and replaced an 1873-74 courthouse and lands office. The 1940s building was at least the third purpose-designed courthouse in Gladstone. Gladstone was established by the New South Wales government in 1853-54, possibly in an attempt to create a more centralised alternative to Brisbane as the capital of any future northern colony. When Captain Maurice O'Connell, first Government Resident and Police Magistrate of the Port Curtis district, arrived in March 1854, the township of Gladstone had been laid out near Auckland Inlet, and the first slab buildings had been erected. O'Connell and his family set up residence [initially in tents] at Barney Point, a couple of miles south of Auckland Inlet, and around the residency there soon developed a small residential settlement. O'Connell first conducted court matters from his tent office at Barney Point. Within a few months he had acquired a slab and shingled building on the rise of Auckland Hill - illegally erected by storekeeper Richard Palmer on a crown reserve, prior to O'Connell's arrival - as Gladstone's first court house and public building. About 1860 this building appears to have been replaced with a purpose-designed court house and watch house. This in turn was demolished in 1873-74 and replaced with a two-storeyed timber building, which accommodated both the courthouse and the land office. The 1873-74 building was situated on the present court house reserve, but at the northern end of the block, overlooking Auckland Inlet, and was accessed via a lane from Auckland Street. The building was extended in 1882-83, and served as the Gladstone Court House until the early 1940s, when it was replaced with a two-storeyed brick building. Site preparation for the brick building, which was to face Yarroon Street and the town rather than the harbour, was carried out in the second half of 1940, and plans for the new Courthouse were prepared by the Queensland Department of Public Works in late 1940 and early 1941. A plan dated December 1940 showing front and rear elevations and ground and first floor plans, was drawn by architect Thomas Robert Gladwin, who had been employed as assistant architect in the architectural office of the Public Works Department since 1924. The design of the building is attributed to Raymond Clare Nowland who was also the designer of Stanthorpe Courthouse (1941) and Charleville Courthouse (1945). All three courthouses are similar in planning, elevational treatment, materials and detailing. These were two-storeyed masonry buildings in stripped-classical style, H-shaped in plan, generally incorporating the courtroom on the upper floor, and government public offices on the ground floor. The new Gladstone Court House was completed in late 1942, at a cost of nearly £16,000. Like the Mackay and Charleville court houses, it was a combined court house/public offices, providing court facilities [court room, offices for the Judge, police magistrate/warden and police, and rooms for the jury, witnesses and solicitor] as well as offices for the land

ranger, forestry officer, stock and dairy inspectors and mining registrar. Alterations to the fabric of the building have been fairly minimal. Between 1966 and 1972, a single-storeyed brick extension, containing staffroom and toilets, was erected at the rear of the building. Some minor internal refurbishment has been undertaken. The former police office on the ground floor has been converted to a small courtroom, but it is unclear at what date - possibly the mid-1970s. This does not appear to have involved the removal of any partition walls. In the early 1980s, a suspended acoustic ceiling was installed in the courtroom and a new judge's toilet was provided.

<p>Description</p> <p>Designer Name</p> <p>Style</p> <p>Period</p> <p>Builder Name</p> <p>Construction Period</p> <p>Construction Method</p> <p>Fabric (Exterior Structure)</p> <p>Fabric (Roof)</p> <p>Roof Form</p>	<p>Nowland, Raymond C</p> <p>Classical</p> <p>World War II (1940 - 1945)</p> <p></p> <p>1940 - 1942</p> <p>Load-bearing brick</p> <p>Brick - face</p> <p>Metal sheeting - corrugated iron</p> <p>Hipped</p> <p>Prominently situated on Auckland Hill with the main entrance addressing Yarroon Street, the Gladstone Court House is a two-storeyed brick building with a hipped corrugated iron roof. Designed in a stripped classical style, the red face brickwork contrasts with rendered string courses at floor and window levels. A rendered masonry fence appears to have been designed with the building. The building is H-shaped in plan with the main entrance centrally positioned. A flight of stairs leads to a verandah and portico with two Doric columns supporting an entablature with "COURT HOUSE" in raised lettering. The entrance doorway contains a two-leafed, eight-panelled door with fanlight and architrave. On the southern section of the main elevation a masonry ramp gives access to the verandah. All the windows throughout the building are timber framed with either six or twelve panes. At the rear of the building a single-storeyed extension encloses the space between the wings of the building. Internally the ground floor contains a central corridor with a large general office on the right hand side and a Magistrate's Court on the left-hand side. The space occupied by the Magistrate's Court was previously an office. An enclosed verandah at the rear of the building gives access to two staircases and the extension which is a lunchroom. On the upper level the main courtroom occupies the cross section of the H with the other two wings containing offices. The courtroom contains all the original court room furniture and has a suspended ceiling with modern light fittings, air conditioning and fans. The purpose-built silky oak courtroom furniture includes a judges' bench, witness dock, public gallery, jury benches, tables, benches and chairs. The furniture is sombre and plain with</p>
<p>Description</p>	

decorative battened panels to the front of the judges' bench, sides of jury benches, chair backs and other associated small benches/tables. The design and detailing of the building is robust and both internally and externally it remains intact. It retains most of its original fixtures and finishes including joinery, hardware, plaster ceilings, timber floors and concrete passageways and staircases.

Keywords  
Keywords

Images and Maps

Images





## Gladstone Regional Art Gallery and Museum

### Place Details

Place ID 601333  
Place Name Gladstone Regional Art Gallery and Museum  
Alternative Name Gladstone Town Hall and Council Chambers  
Place Classification Built  
Place Category Government Administration  
Place Type Town/City/Shire/Divisional Board Hall

Strong room  
Tower - fly  
Views to  
Place Components Memorial - honour board/ roll of honour  
Hall  
Council chamber/meeting room

### Location

Property Name  
Address 144 Goondoon Street  
Town / Suburb GLADSTONE  
Post Code 4680  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1930s (historical) 1930s (fabric) 1933 - ongoing (social)

Criterion A Gladstone Regional Art Gallery and Museum, erected in 1933-34 as the Gladstone Town Hall and Municipal Chambers, is important in illustrating the pattern of development of Gladstone as a regional centre. As one of a group of employment-generating public buildings erected in Gladstone during the interwar period, [including the 1929 Commonwealth Bank Building, the 1932 Post Office and the 1940-42 Court House], the former town hall is significant in illustrating a more positive impact of the interwar economic depression on regional Queensland. As a group, these buildings contributed significantly to the development of a 20th century image for Gladstone, and the former town hall remains one of the town's most prestigious buildings.

Criterion D The conversion into an art gallery and museum in 1984-85 necessitated some alterations, but the building remains sufficiently intact to be important in demonstrating the principal characteristics of a regional town hall and municipal chambers of the interwar period, designed in a classically-derived style. It is a fine example of the public work of Rockhampton architect Roy Chipps.

Criterion E Located on a corner block in the main street of Gladstone, the building has strong streetscape presence and townscape value.

Criterion G It is valued by the local community for its strong association with municipal government and community activities and entertainments

Criterion H

since the 1930s, for its present role as the town's principal repository of Gladstone's history, and for its aesthetic value. (Criterion under review)

History

The Gladstone Regional Art Gallery and Museum, designed by Rockhampton architect Roy Chipps, was erected in 1933-34 as the Gladstone Town Hall and Municipal Chambers. It functioned as such for about 33 years and then as an entertainment venue until 1980, when the City Theatre opened. In 1985 the building was converted to an art gallery and museum. Gladstone was established by the New South Wales government in 1853-54, possibly in an attempt to create a more centralised alternative to Brisbane as the capital of any future northern colony. The township acquired municipal status in 1863, and the first town hall was erected in 1868 in Goondoon Street, north of the Yarroon Street intersection. Gladstone languished in the 1870s and 1880s, but in the late 1890s sustained a period of strong development associated with the 1896 opening of the Gladstone meatworks and extension of the railway from Brisbane to Gladstone in the same year.

History

However, by 1900 the cattle tick was decimating the local grazing industry, affecting meatworks production and cattle shipments. This, coupled with the great drought of 1900-02 and the 1903 opening of the Rockhampton extension of the northern railway [which immediately deprived Gladstone of substantial port trade and passenger shipping], caused a crisis in business confidence in the town. The development of a local dairying industry and the 1905 opening of a butter factory at Gladstone, did much to revive the town's fortunes, and sustained the town during the interwar period, when many Gladstone business premises were rebuilt or renovated. Construction of the 1933-34 town hall, a long-needed project, was made possible by low interest loans and subsidised labour provided by the State government during the height of the economic depression of the 1930s. Other buildings constructed in Gladstone during this period as employment-generating schemes included the 1929 Commonwealth Bank Building, the 1932 Post Office, and the 1940-42 Court House. In late 1932, Gladstone Town Council applied for a State Government loan for the erection of a new town hall at the northeast corner of Goondoon and Bramston Streets, and invited competitive designs for the project. This was won by architect Roy Chipps of Rockhampton. The Queensland Department of Labour granted the Gladstone Town Council a subsidy of nearly £5,000 to employ labour under the Unemployed Worker's Scheme; ie. men receiving the dole were not eligible for relief work until their sustenance rights were exhausted, and then when given work, were to be employed on a rotational basis of 13 weeks continuous work rather than the 1 or 2 days per week under the usual day labour system. Work commenced about September 1933, under the foremanship of Mr FH Cecil of Brisbane. Bricks for the building were made in

Rockhampton. The original brief and design was for Council Chambers only, but during construction a newly elected Town Council decided to extend the building to include a public hall and stage. The council chambers was already nearing completion, so Chipps had to convert the main chamber into a hall, with a stage and fly tower extension at the eastern end. This work was made possible with an additional State Government loan of £750, granted in January 1934. The new Gladstone Town Hall and Municipal Chambers was opened officially on Saturday 15 September 1934, by Hon HA Bruce MLA, Minister for Public Works. For the occasion, the front of the building was garlanded with 40 International Signal Flags borrowed from the Pilot Station at Gatcombe Head. The building was considered a fine ornament to the town. The council offices and meeting room were at the western end of the building, fronting Goondoon Street. The town's First World War Honour Board was relocated from the old council chambers and hung in the new council meeting room. Behind the offices was the public hall, 70 feet long by 38.5 feet wide, accessed via a foyer from Goondoon Street, and from a side entrance facing Bramston Street. A short winding staircase near the proscenium at the eastern end led to the supper room in the basement. Stage, dressing rooms and toilets were accessed from the basement. Gladstone Town Council's first meeting in the new premises was held on 8 October 1934, and from this time the council chambers at the north end of Goondoon Street was leased to the RSSLIA [Returned Soldiers]. The new Town Hall rapidly became the hub of community life, with a weekly baby clinic, 'talkies' screened 3 times a week [canvas chairs were placed in the auditorium], balls, stage shows, ALP sponsored bingo, and community group meetings of all kinds. In 1956 a children's library, and in 1957 a small adult library, were opened in the basement of the Town Hall, which no longer functioned as a supper room. In 1947 the 173rd anniversary of Matthew Flinders' birth was celebrated with tree plantings on Auckland Hill and outside the Gladstone Town Hall, and with the unveiling of a plaque at the hall. Flinders had named and explored Port Curtis in August 1802, during his circumnavigation of the Australian mainland. Within a decade of its opening, plans were being discussed to replace the Gladstone Town Hall and Municipal Chambers with a larger Civic Centre. These plans were deferred a number of times, and when finally built in 1958-59, the new Civic Centre comprised only one floor, with no council chamber, and no offices for council staff. In 1966 work began on the upper floor of the Civic Centre, and the Gladstone Town Council met there for the first time on 18 December 1967. From this date the principal use of the former Town Hall and Municipal Chambers was as an entertainment and meeting venue. The library in the basement of the Town Hall also was transferred to the Civic Centre in the 1960s. The first Gladstone City Council [1976-79] built a new library and art gallery, established an immunisation centre, chose a site for a City

Theatre and planned its construction - all of which contributed to the redundancy of the 1934 Town Hall. In 1980 the new City Theatre opened, and in 1984-85 the Gladstone City Council converted the former Town Hall and Municipal Chambers into an art gallery and museum, to provide the citizens of Gladstone and visitors to the city with a venue in which to view art, of all media, by professional and amateur artists from locally and elsewhere and to acquaint themselves with the cultural and historic heritage of the area. The Gladstone Regional Art Gallery and Museum was opened officially on 3 April 1985. The refurbishment necessitated the installation of 'total environment control', filling-in of the proscenium arch over the stage, and removal of the internal stairs from the hall to the basement.

<p>Description</p> <p>Designer Name</p> <p>Style</p> <p>Period</p> <p>Builder Name</p> <p>Construction Period</p> <p>Constuction Method</p> <p>Fabric (Exterior Structure)</p> <p>Fabric (Roof)</p> <p>Roof Form</p>	<p>Chipps, Roy</p> <p>Classical</p> <p>Interwar period (1920s - 1930s)</p> <p></p> <p>1933 - 1934</p> <p>Load-bearing masonry</p> <p>Masonry - rendered</p> <p>Metal sheeting - corrugated iron</p> <p>Parapet front - hipped roof behind</p> <p>The Gladstone Regional Art Gallery and Museum is situated on the corner of Bramston Street and Goondoon Street, which is the principal street of Gladstone. The Art Gallery and Museum is a single-storeyed masonry building, with a basement level, designed in a free classical style. The main entrance to the building is from Goodoon Street through a portico with Doric columns and an arched entablature with "TOWN HALL" in raised lettering. The doorway is in an arched opening with decorative double doors and fanlight. On either side of the entrance portico are arched windows and pilasters; this western elevation is finished with a parapet and flagpole. Behind the parapet is a hipped roof clad in corrugated iron. The building is rendered and the details are moulded plasterwork. The side elevations of the building contain sash windows and decorative fanlights with a pattern of radiating glazing bars. This is a motif that is used throughout the glazing in the building. The southern elevation to Bramston Street has a secondary entrance to the building. A flight of steps with wrought iron lamp stands leads to an arched doorway. At the eastern end of the building is the concrete framed fly tower. Internally the plan of the building is a central hallway, with rooms on either side, that opens onto the large space that was formerly the hall. The entrance vestibule has silky oak panelling to door head height, silky oak doors and fanlights all with the radiating glazing bars. Opening off the hallway to the north is the room that was the Council chamber. This room contains a very fine timber First World War honour board. The former Council chamber and hallway are</p>
<p>Description</p>	<p></p>

connected by a hatch with a writing slope. On the southern side of the hallway are two rooms and a strong room. The former hall has been renovated to become an art gallery. This room has been lined so that the windows are covered, the proscenium arch has been removed and a wall placed between the former stage area and the hall. The room has two exposed air conditioning ducts running its length and a suspended track lighting system. The room has a curved ceiling with exposed timber trusses. The fly tower is used as a store room with a mezzanine above the stage area. The basement area is entered from Bramston Street and is also used for storage.

Keywords  
Keywords

Images and Maps

Images



## Fig Tree

### Place Details

Place ID	602385
Place Name	Fig Tree
Alternative Name	Heritage Tree
Place Classification	Landscape
Place Category	Parks / Gardens / Trees
Place Type	Tree/s of social, historical or special significance
Place Components	Plaque

### Location

Property Name	
Address	Roseberry Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1903c (historical)
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### Criterion A

Estimated to be around 100 years old, the Fig Tree, State Government Centre, Roseberry Street, Gladstone is a familiar landmark in the town of Gladstone, and is linked historically to James Friend, a prominent member of the Gladstone community, who reputedly planted it in his Roseberry Street garden c1903. It is the only surviving remnant of the large garden which surrounded one of Gladstone's finest residences, Elonera House, erected c1900 and demolished c1980. The tree is valued by the present community for its streetscape and aesthetic value and is well-known to local residents and business houses, many of whom have contributed newspaper articles and offered support to conserve the tree when it appeared to be in decline in the early 1990s.

### Criterion E

Estimated to be around 100 years old, the Fig Tree, State Government Centre, Roseberry Street, Gladstone is a familiar landmark in the town of Gladstone, and is linked historically to James Friend, a prominent member of the Gladstone community, who reputedly planted it in his Roseberry Street garden c1903. It is the only surviving remnant of the large garden which surrounded one of Gladstone's finest residences, Elonera House, erected c1900 and demolished c1980.

### Criterion G

The tree is valued by the present community for its streetscape and aesthetic value and is well-known to local residents and business houses, many of whom have contributed newspaper articles and offered support to conserve the tree when it appeared to be in decline in the early 1990s.

### History

## History

The Fig Tree, located on the corner of Roseberry and Auckland Streets, Gladstone, is a mature *Ficus benjamina* planted c1903 by local businessman James Friend in what was at the time, the horse paddock in the grounds of his Roseberry Street home, Elonera House. Gladstone township was established in April 1854, and the Friend family [Henry and Mary Ann Friend and their two small sons Harry (Henry jnr) aged 3 and James aged 1] were amongst its earliest settlers, arriving in 1855. Henry Friend snr was employed on the construction of Gladstone's first water supply. When this work was completed he established a general store in Toolooa Street, at the Barney Point end of town. As settlement gradually focussed further north, on Auckland Creek and the shipping trade, Friend established a shipping and forwarding agency, with his own wharf and warehouse, on the banks of the creek. He was a foundation alderman on Gladstone's first municipal council in 1863, and served as Mayor in 1866 and again in 1869-70. In 1875 his sons Henry and James took over the family general merchandising business as H & J Friend, with considerable success. In 1900 they moved from Auckland Creek to Goondoon Street, and in 1939 the business became a limited liability company known as Friends Pty Ltd. In 1954 the company celebrated 97 years of service to Gladstone during the centenary of the establishment of Gladstone in 1854. The Friend family were also involved in the pastoral industry. Henry Friend snr acquired an interest in Diamantina Station and the export of cattle to Asia; and by 1900 Henry jnr and James Friend were the proprietors of Springwood Station in the Springsure district. By 1920 their interest in Springwood Station had passed to James Friend's sons, Herbert and Cyril. The Friends were prominent members of the Gladstone community. Both Henry and James were Justices of the Peace, and Mrs James Friend was secretary of the Gladstone Benevolent Asylum. James Friend married Ellen Matilda Prizeman in 1879. They raised a family of 3 sons and 3 daughters, born between 1880 and 1891. In June 1900 title to a one acre block of land bounded by Roseberry and Auckland Streets and Oaka Lane, was transferred to Ellen Matilda Friend, wife of James Friend of Gladstone, merchant. On this land James and Ellen erected a substantial two-storeyed residence, Elonera House, facing Roseberry Street near the corner of Oaka Lane. It was one of Gladstone's finest houses, complemented with a large garden and stables, and a horse paddock at the corner of Roseberry and Auckland streets. It was in this paddock that the Fig Tree was planted on the Roseberry Street frontage, reputedly by James Friend c1903. In February 1928 title to the property passed to Robert Horner Fletcher, medical practitioner, of Gladstone, who subdivided it into four allotments. Title to the 28.85 perch subdivision at the corner of Roseberry and Auckland Streets, containing the Fig Tree, was transferred to prominent Gladstone citizen and historian William Robert Golding jnr in May 1930. Elonera House was converted into a private hospital called Balcomba in 1931, and into four flats during the Second World

War, in response to the housing shortage. It remained flats until 1980 and was demolished soon after. Title to the corner allotment with the fig tree passed to a series of investors in 1980-1981, until in 1982 it was acquired, along with the adjacent subdivisions, by the Crown. Government offices were constructed on the site of Elonera House, at the corner of Roseberry and Oaka Lane. The Fig Tree remains near the corner of Roseberry and Auckland Streets, adjacent to an open area which is used as a car park. In 1983 the local community was successful in having the tree entered in the National Trust of Queensland's Register of Significant Trees, and in the early 1990s the Fig was the focus of public attention when the community rallied to save the tree, which appeared to be in decline. In 1993 the Gladstone Port Authority funded the erection of a sign recording the history of the tree. The tree has been identified in the 1999 Gladstone City Cultural Heritage Places Study as a place of cultural heritage significance.

Description  
Designer Name

Style

Period

Early 20th century II (1900 - 1914)

Builder Name

Construction Period

1903c - 1903c

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

The Roseberry Street Fig Tree is a mature *Ficus benjamina* (weeping fig) situated in the grounds of the Government Offices in Roseberry Street, Gladstone. It has a height of 12 metres and a canopy spread of approximately 37 metres with a trunk circumference of 660cm. The tree overhangs the road providing shade for cars parked along the street. Around the base of the tree is a small garden planted with shade loving shrubs which add to the aesthetic value of the place. A modern wooden seat has been placed underneath the deep shade of the tree and near this is located a plaque outlining the history of the tree and its connection to former prominent Gladstone citizens, James Friend and William Robert Golding. The tree dominates the streetscape with its obvious beauty, age and size and it has become a place of rest and conversation for those working in the immediate vicinity.

Keywords

Keywords

Images and Maps



Images



## Glengarry Homestead

### Place Details

Place ID 600386  
Place Name Glengarry Homestead  
Alternative Name

Built  
Place Classification Landscape  
Archaeological  
Place Category Pastoralism  
Place Type Homestead  
Roof/Ridge ventilator/s / Flèche/s  
Views from  
Residential accommodation - main house  
Garden - rock / Rockery  
Place Components Shed/s  
Kitchen/Kitchen house  
Views to  
Meat house  
Trees/Plantings

### Location

Property Name  
Address Gladstone-Monto Road  
Town / Suburb GLADSTONE  
Post Code 4680  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1890s-1910s (historical) 1890s-1910s (fabric) 1890s-1940s (social)

Criterion A  
Glengarry homestead, as a complex of residential and working buildings constructed in traditional forms and materials and associated with the operation of a pastoral property, is important in illustrating the early pastoral settlement of the Boyne Valley in the Port Curtis region.  
Glengarry is the earliest homestead on its original site in the area as several earlier homesteads have been destroyed or removed.

Criterion B  
The main residence is thought to be the only brick homestead of its era in Central Queensland, the more readily available timber or local stone being generally preferred for construction.

Criterion C  
The homestead in its setting, together with its outbuildings, has the potential to yield information about the life and work of pastoralists in the Boyne Valley.

Criterion D  
The formal main house with an earlier residence used as a detached kitchen, quarters, butcher's shop, blacksmith, dairy, stables and other sheds are good examples of their type.

Criterion E  
The main residence is pleasing in form, scale and materials and is

set on a hilltop with extensive views to the mountains over a broad sweep of countryside. It is a local landmark due to this high position.

#### Criterion G

The homestead is important for its association with the life and work of the Dickenson family, early settlers in this area.

#### History

The Glengarry homestead complex is situated on a hill overlooking the Boyne River Valley and the Gladstone-Monto road and comprises a brick residence and timber outbuildings constructed in the 19th and early 20th centuries. The Port Curtis Pastoral District was developed in the early 1850s when the area was still part of New South Wales. In 1853 a government survey of 7000 square kilometres was carried out. The leading pioneer pastoralist in the Boyne Valley was William Henry Walsh who arrived in 1853 and held several huge runs which comprised most of the Valley. The head station was Milton, applied for in 1856. In 1868 the boundaries of this run were surveyed and included the area which later became Glengarry station. Following the Crown Lands Alienation Act in 1868, large runs were broken up and resumed for selection as grazing properties. Because of the relative isolation of the valley, Milton remained intact longer than most properties in the area, but was divided for resumption in 1883 into comparatively large grazing blocks. John Dickenson applied for a portion at this time, but the application did not succeed, although in 1885 his wife, Isabella, was granted a lease of 628 acres.

#### History

Dickenson already held Portion 9V, Grazing Farm 52 of 801 acres, on the opposite bank of the river when he selected Portion 26V, Agricultural Farm 79 of 160 acres, on which the homestead is located. This portion was gazetted on 15 July 1892 and was at the time recorded as having no improvements on it. The adjoining Portion 504 was also obtained by Dickenson in 1897. In 1898, a report was made on the selection by the Bailiff of Crown Lands as part of the conditions of sale. Dickenson is stated to have resided there since 20 March 1894 and improvements to the land were reported to be a brick house, valued at £350, a detached kitchen clad in weatherboards, yards and a large hardwood shed in the approximate position of the stables, all roofed in galvanised iron. There were also a small pig sty and fowl house. The detached kitchen was presumably reclad in corrugated iron at a later date. It appears to be an earlier building than the house and was probably the original homestead, which was relegated to kitchen use and perhaps servant accomodation when the new homestead was built. This manner of replacement and reuse of buildings as the property developed was a practice so common as to have become traditional. The other outbuildings on the property were presumably constructed soon after the 1898 survey, and may even contain recycled material. John Dickenson died in 1920, but the property passed to other members of the family and was held by them until 1946 when it was purchased by William Bryce. In the

early 1960s, Glengarry was purchased by I O F McDonald who had a large modern annexe constructed at the eastern end of the residence. He also had a section of the verandah built in to provide bathroom and laundry facilities. Because of concerns about the viability of Glengarry as a working property following the construction of Awoonga Dam, it was purchased by the Gladstone Area Water Board on 1 August 1979. The property has been leased for grazing purposes since 1983. The buildings are not inhabited although they have been used as temporary shelter from time to time by contract workers and have water and power connected. Although the dairy, stables, blacksmith's shop and buggy shed were still standing when recorded by the National Trust in 1979, they have since collapsed. The Awoonga Dam project at its highest projected levels will make an island of the site from time to time. This level of inundation is not planned for about 50 years.

Description

Designer Name

Style

Period

Late 19th century (1870s - 1890s)

Builder Name

Construction Period

1894c - 1920c

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

The Glengarry homestead complex consists of a brick dwelling with a modern annexe, a detached kitchen and a number of farm outbuildings. They are situated on a hill with extensive views of the surrounding countryside. The main residence is a single storey brick building, rectangular in plan, with a hipped roof clad with corrugated iron. It has verandahs to all four sides supported by timber posts. A section of the verandah on the northern side has been built in to provide modern bathroom and laundry facilities. The walls are painted except for the narrow band between verandah and main roofs and this reveals rose red bricks pointed in white cement. The bricks are laid on a course of local sandstone in a modified garden bond pattern, though this varies between walls. There is a camber arch fan over each external door. The interior has 3 rooms leading into each other. Cedar french doors open onto the verandah and the internal doors are constructed from vertical boards. The rooms are ceiled with beaded boards and have small pierced timber ceiling roses. The floorboards, believed to be local white cedar, are covered with lino imitating carpet. There is a modern annexe at the eastern end of the building. This is constructed of fibrous cement sheeting and glass on a timber frame and is set on low concrete stumps. It is separated from the older section by a breezeway, its flat metal deck roof abutting that of the verandah facing it. A small section of the edge of the verandah roof has been removed where it touches the roof of the annexe. Behind

the brick building is a detached kitchen connected to it by a covered way. This has a frame of hardwood poles and a pyramid roof with a decorative metal ventilator and brick chimney. The roof and walls are clad with corrugated iron. The floor is of rammed earth topped with a layer of bricks and concrete. It has a main room with an open brick fireplace and chimney and two further rooms to the north. There are sash windows to the west and south walls, those on the west shaded by metal sunhoods with a pierced thistle motif. The north and east walls have modern hopper windows in the original openings. To the north east of this building is the butcher's shop, constructed of timber and sheet iron. The central section has an arched roof of corrugated iron supported by a pole frame and is flanked by two skillion roofed sections. That to the south has corrugated iron sheeting to the walls, that to the north is now open but has the remains of timber slabs. About 5 metres further north is a single storey timber building set on low stumps. It has a hipped roof with a skillion extension clad in corrugated iron. The walls are clad with sawn weatherboards and it has a timber floor. Adjoining this are the remains of the buggy shed and blacksmith's shop, which have completely collapsed. Approximately 50 metres to the north west is the dairy which has collapsed completely. It can be seen to have had a corrugated iron roof, flagged floor, hardwood pole frame and slab walls. To the south west, under a fig tree, are the remains of the stables, which appear to have a similar construction. There is a highset fibrous cement clad cottage, possibly interwar, about 100 metres north west of the homestead complex. A tennis court in front of the main residence is visible only as a section of level ground edged with fragments of nailed-down white plastic tape which once outlined the court. Plantings such as two mango trees outside the kitchen, mulberry, citrus, lagaeostromia, hibiscus and Burdekin plums survive. There is a rockery feature to the south west of the homestead.

Keywords

Keywords

Images and Maps

Images



## Our Lady Star of the Sea Church & School

### Place Details

Place ID	600521
Place Name	Our Lady Star of the Sea Church & School
Alternative Name	
Place Classification	Built
Place Category	Religion/Worship
Place Type	Church and school Stained glass window/s Church
Place Components	Furniture/Fittings School/School room Wall/s - retaining

### Location

Property Name	
Address	Goondoon Street
Town / Suburb	GLADSTONE
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1924, 1938, 1949-1950 (Fabric)

The church and school of Our Lady Star of the Sea illustrate the development of Gladstone and the Roman Catholic Church in Queensland. The church is the only one in Gladstone that survived the 1949 cyclone and is now the only early building on this site.

Criterion A When the earliest section of the school was completed in 1949 it was said to have been the most modern in Queensland. This reflects the development that was taking place in Gladstone at the time and the confidence of the church in the future of Catholic education in the area.

Criterion E Both buildings are prominently sited and in form, scale and materials make an important contribution to the built character of Gladstone.

Criterion G Both buildings have a strong connection with the Roman Catholic community of Gladstone and the surrounding area over several generations. The school is probably a major work of Frank Cullen, the architect. The architect of the church is unknown.

### History

Our Lady Star of the Sea church at Gladstone was erected in 1924. The adjacent school was built in 1950, replacing a 1902 building destroyed in the cyclone of 1949. Following an abortive attempt to establish a settlement at Port Curtis in 1847, the township of Gladstone was surveyed in 1853 and by January 1854, Sir Maurice

O'Connell was installed as the Government Resident, Police Magistrate and Commissioner of Crown Lands. Although there was pressure from pastoralists to open up the Port Curtis district, northern agitation for Separation from New South Wales was mounting and the government may have hoped to establish a more northerly potential capital than Brisbane for the new colony. In February 1854 the first land sales of Gladstone town and suburban land were held in Sydney. Although the Catholic presence in the Gladstone district was not large at the time, the Catholic Primate of Australia, Archbishop Polding of Sydney, bought a number of allotments on Auckland Hill in these sales. Bishop Quinn, Queensland's first Roman Catholic Bishop, visited Gladstone in 1868 and encouraged the formulation of plans for a church. The land purchased by Polding was very steep and in 1870 land was acquired between Auckland Streets and Oaka Lane for a church and in Rosebery Street for a convent/primary school. St Mary's School opened in 1871, staffed by Sisters of the Order of St Joseph, and served for some years as a church also. In 1879 the Sisters were withdrawn from Queensland and in the 1880s and 1890s Catholic pupils were educated at a school run by Mrs Annie Breslin at her residence in Goondoon Street. St Mary's Church was opened in January 1874 on the Auckland Street land acquired in 1870 but without a resident priest. For many years, its congregation was served by visiting priests, mainly from Rockhampton. In 1882 the Diocese of Rockhampton was established under the Right Reverend Dr Cani, the first Bishop, and the first resident priest was appointed to Gladstone in 1885. By the turn of the century, the coastal railway was being extended to Gladstone, bringing an increase in population to the town. In 1901, responsibility for the Catholic parish at Gladstone was transferred from the Diocese of Rockhampton to the Marist Fathers. In the same year, the church land at Auckland Street was resumed for railway purposes and a new site was purchased covering two acres bounded by Goondoon Street, Herbert Street and Glenlyon Road and overlooking the harbour. The new site was intended for the building of a church-school, convent and presbytery. The new church school, designed by Architects Eaton and Bates, opened in January 1902 staffed by three Sisters of Mercy from Rockhampton. They were housed temporarily in a cottage in Rosebery Street until the convent, a timber building, was completed in June 1902. In September the new presbytery was completed, a two-storey timber building erected at Dean Murlay's own expense and known as Villa Maria. To serve the projected needs of the parish more fully, the Right Reverend Dr Shiel, Bishop of Rockhampton, laid the foundation stone of a larger new church on 13 April 1924. This was erected adjacent to the 1902 church school and was officially opened on 16 November 1924 at a cost of £2700. The older building continued to function as a school. In the second half of the 1930s, Gladstone experienced renewed economic and population growth following the 1935 takeover of Gladstone Meatworks by

the American company Swifts, which increased production. In 1936 fundraising to enlarge the church commenced and the extensions were opened in 1938. In the early 1940s, plans to raise the school and to construct brick classrooms underneath were formulated, but did not eventuate as a bequest of £4,000 enabled the parish to plan for a new school. About 1943, the Brisbane architect Frank Cullen was commissioned to prepare plans for a school to accommodate 300 pupils. Cullen was an articled pupil of Hennessy, Hennessy and Co in Brisbane and Sydney 1928-1933. He worked for some time for the Queensland Government and was registered as an architect in 1935. Wartime building restrictions prevented the implementation of plans and not until 1947 was a building permit granted. By this time the plan had been modified to accommodate a further 100 children, necessary because of the strong growth in the Gladstone Meatworks at this period. The contract was let to Young and Sons of Bundaberg for a price of £18,922. When work on the new school had only just begun, the 1902 school and convent buildings were destroyed in the cyclone that struck Gladstone on 2 March 1949. Throughout 1949-50 Our Lady Star of the Sea School was located temporarily at the Town Hall, Our Lady Star of the Sea Church and in two pavilions in the show grounds. Archbishop Duhig officially opened the new school on 20 April 1950. The three-storey brick building, which included a basement assembly hall, library, 16 mm projector for 'visual education' and a public address system on all three levels, was considered one of the most modern school buildings in Queensland. The new convent was completed in 1952. Gladstone experienced a boom in the second half of the 1960s with the opening of the Gladstone powerhouse, bauxite refinery and alumina smelter and rapid expansion of farming and grazing in the Dawson and Callide Valleys. Between 1965 and 1970 a number of changes were made to Our Lady Star of the Sea complex including the closing of Central Lane between the convent and presbytery on one side and the church and school on the other. Retaining walls were erected in front of the Convent and Presbytery, a parking area and basketball court bitumen coated and the sanctuary and church remodeled in line with the provisions laid down by the Second Vatican Council. These included cutting down the altar rails and the converting the altar into a table form. In 1966 the Gladstone Catholic High School began as a small class conducted underneath the presbytery and in 1967 the Stella Maris College for girls opened in West Gladstone staffed by the Sisters of Mercy. In the following year a boys' school, Chanel College, was established at the new location and staffed by the Marist Brothers. The two Colleges opened as Gladstone Catholic High School on 21 April 1968. In the late 1960s the Marist Sisters were invited to Gladstone to staff the convent school and in 1971, the first extension to the Star of the Sea Primary School was opened, the Marist Sisters taking over around 1972. Further extensions to the school were blessed in 1981. In July 1982, Villa Maria, the presbytery, was



demolished and in 1983 the Sisters of Mercy moved into a new convent in Morley Street.

Description

Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1924 - 1950

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

The Our Lady Star of the Sea church and school complex is situated in an elevated position overlooking the harbour at Gladstone. The ground falls away below the eastern side of the church and school and is supported by a stone retaining wall, which separates it from the large playground on the lower level and gives visual prominence to the eastern elevation of the church. The church is a Gothic influenced timber building, cruciform in plan, with gabled porches featuring decorative timber posts at the north, south and eastern arms. There is also an entry on the southern side. The foundations of the church are concrete and the gabled roof has a modern metal cladding with a louvred fleche at the crossing. The roof ends and porches are topped by timber Celtic crosses. The church has an octagonal sanctuary lit with two sets of triple lancet windows and two single lancet windows set with stained glass. There is a large sacristy to each side of the sanctuary. All windows are triple lancets in aluminium frames beneath arched drip moulds. A marble foundation stone is located at the base of the eastern elevation. The school is constructed of light red brick with a tiled roof. It has been constructed in three phases, the earliest of which is to the east and is three stories high. This first section is distinct from the additions and is the part of the school considered to have heritage significance. It has a hipped roof and features brick balconies and a tower containing the stair well, which is lit by glass panels. A marble foundation stone is also located in the stairwell tower on the eastern side. The extensions are sympathetic in form to the original school buildings and are two storeys high. They consist of a central section built in the 1970s and the section closest to the park was built in 1981.

Description

Keywords

Keywords

Images and Maps

Images



## Glassford Creek Smelter Sites

### Place Details

Place ID	602389
Place Name	Glassford Creek Smelter Sites
Alternative Name	Glassford Creek Copper Smelters
Place Classification	Built Archaeological
Place Category	Mining and Mineral Processing
Place Type	Refinery - metal smelter Machinery/Plant/Equipment - mining/mineral processing Flue Chimney/Chimney stack Slag pile/Slag heap Mounting block/stand
Place Components	Wall/s - retaining Smelter Mullock heap Pit - machinery Formation - tramway

### Location

Property Name	Glassford State Forest
Address	off Many Peaks Road
Town / Suburb	MANY PEAKS
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1900s (fabric) 1903 -1908 (Smelter use) 1893-1921 (Historical mining in area). The remains of the Glassford Creek smelter reflect a typical pattern for small copper fields in Queensland, with initial prospecting followed by more substantial but short-lived company development, tailing off into small-scale mining often recovering values ignored by earlier miners.
Criterion A	The Glassford Creek Smelters Sites are well preserved for their age and type, and provide uncommon and endangered evidence of this scale of a copper mining enterprise.
Criterion B	The Glassford Creek Smelters Sites have the potential to provide information that will further existing knowledge of the nature of mining technology utilised during this period of Queensland's mining history.
Criterion C	The Glassford Creek Smelter Sites are considered by the regional community to be a significant part of the history of European settlement in the Boyne Valley. The Smelter Sites are valued as an historical asset not only for the connection that they provide with the past but also for their educational and interpretational values.
Criterion G	

## History

The Glassford Creek copper lode was discovered in 1893. Initially it was mined for silver then in 1896 for gold and subsequently for copper. The two most important lodes on the Glassford field were the Blue Bag Mine in the north and the Lady Inez Mine in the south. Practically all production on the field came from these two lodes with the Blue Bag Mine the major producer. In 1897, a ten-head battery was erected at Glassford Creek. This led to a total of 560 tons of ore being mined for a return of 166 ounces of gold. When copper sulphides soured the amalgamating tables crushing was discontinued and prospecting reverted to copper. An 1897 plan suggests that the gold battery was located within the vicinity of the later copper smelters. In 1900, the Boompa Copper Company made plans to erect reverberatory smelters. When the reverberatory furnaces were completed in 1903 it appears that smelting commenced and continued through to 1908. Water-jacket furnaces were built but do not appear to have been completed until 1906. The mined ore was put through a rock-breaker and over shaker tables where it was handpicked prior to going to the smelter. The Boompa Copper Company went into liquidation in 1908, and in 1915 the water-jacket smelter was dismantled. Residues in the bases of the furnaces were leased out with 8 tons of copper matte being recovered. The amount of matte recovered in this salvage operation indicates that the methods implemented by the company were inefficient and that the smelters were either ineffectively managed or poorly constructed. The salvage of the matte resulted in a yield of 1 ton 11 cwt of copper, 80 ounces of gold and 113 ounces of silver. This salvage operation was carried out in conjunction with similar work at the Mount Hector smelter, which suggests that the Glassford Creek and Mount Hector mines had a common leaseholder at this time. Originally the Blue Bag Mine operated as an open-cut, however when operations became dangerous as the removal of overburden increased the depth of the open-cut, shafts and tunnels were excavated from the base of the open-cut to afford access to the ore. The available demographic figures show that the movement of people in and out of the Glassford area was closely aligned to the success and otherwise of the mines. For example, at the beginning of 1907 Glassford had a population of 346 but by the end of that year numbers immediately prior to the Boompa Copper Company going into liquidation had declined to 40. In 1916 Hunting and Clark took over the Blue Bag Mine and a new shaft was sunk. From the 227 tons of ore sent for treatment they received a return of 22 tons of copper valued at £2,552, 119 ounces of gold valued at £480 and 155 ounces of silver valued at £19. At the end of 1916 the mine was sold to a southern syndicate for floating. At this time it appears that there were approximately 25,000 tons of ore in the dumps located within close proximity of the smelters. When WA Doyle made application in 1918 for assistance to re-establish the copper smelters

## History

Government Geologist Ball undertook investigations, the result being that there was insufficient ore to warrant a re-establishment of the smelters. However, further mining was undertaken at the Blue Bag Mine and at the Lady Inez Mine after 1920 with the mined ore being shipped to Chillagoe for treatment. Plans were made to install a new plant and powerhouse but these plans did not eventuate and mining ceased in 1921. Following this the Department of Mines took over the machinery. By 1941, all the buildings in the village of Glassford had been removed, the mining plant dismantled and most of it shipped elsewhere with only the remnants of the water-jacket furnace remaining on site. At the Miriam Vale and Monto community workshops conducted in the 1990s as part of the Comprehensive Regional Assessment for the South East Queensland bio-geographic region's Regional Forest Agreement, Glassford Creek Smelter Sites were considered to satisfy the threshold indicators for National Estate social value.

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Constuction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Early 20th century II (1900 - 1914)

1903c - 1903c

Description

The Glassford mines, the Blue Bag and the Lady Inez and smelters are accessed via a track leading to Glassford Creek from the Monto-Many Peaks Road. The smelters are located approximately 7.5 kilometres along the track from the last farmstead. Beyond the last farming property, the road is a four-wheel drive track that crosses Glassford Creek several times. The smelter 1 site has a standing chimney with a height of approximately 18 metres. The smelter area is very overgrown with vegetation covering the collapsed remains of the smelter's brickwork. Little can be interpreted, though it does appear that this is the site of the reverberatory furnaces. Adjacent to the smelter and the chimney is a series of at least 6 pits. It is possible that there could be more pits but the area is covered by galvanised iron from the roof of the collapsed work's building. The six pits that are visible are in two rows of three, each of the pits is two metres in width, with their lengths increasing from 1 metre to 2 metres to 2.5metres. Adjacent to the pits are the remains of standing and collapsed posts and roof trusses of a 7 metres by 7.5 metres building. A three hopper feed bin that may be the remains of a spitzkasten classifier is located near the chimney. A small slagheap covers an area 29 metres by 20 metres. Approximately 66 metres to the southwest is a flat area accessed by a road that runs south towards the Lady Inez Mine and northwest towards Smelter 2 and the Blue Bag Mine. This flat area

could be an ore sorting/storage floor. The Smelter 2 site has a standing chimney connected by the stone base of a short horizontal flue to a standing brick smelter-support structure, which presumably supported a water-jacket furnace as referred to in the literature. This structure is 9 metres long by 2.5 metres wide and 3 metres tall. It is partitioned into two sections, with a sloping internal floor inclined down to two access holes in the front face at ground level. Part of the front wall of the structure has collapsed. A series of engine footings are located near the smelter, and a large boiler with tall chimney attached has fallen off one of these engine beds. The associated slagheap extends over an area 48 metres by 32 metres, and consists of pavement-like slag poured into formwork, as evidenced on other water-jacket smelter sites. The slag formwork at the edge of the slagheap is old railway rails. Behind the smelter and the engine sites is a stone retaining wall up to 1.8 metres high. Above this wall is a flat area that appears to have been an ore sorting or treatment floor. To the east of the smelter area is a 28 metres long tip of mullock, and to the east of that again is a large area of mullock and ore dump that has been cut through in several places. The cutting was shown in the 1941 plan of the site. A track noted in 1941 as a tramway leads off to the Blue Bag Mine in an easterly direction. There are several areas with mullock around them on the hill slope above Smelter 2 that may be filled-in shafts.

Keywords  
Keywords

Images and Maps

Images



## Big Fig

### Place Details

Place ID	602323
Place Name	Big Fig
Alternative Name	
Place Classification	Landscape
Place Category	Parks / Gardens / Trees
Place Type	Tree/s of social, historical or special significance
Place Components	

### Location

Property Name	
Address	Station Street
Town / Suburb	MIRIAM VALE
Post Code	4677
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1897-1900c (historical)

#### Criterion A

The Big Fig at Miriam Vale, adjacent to the Miriam Vale Railway Station, is thought to have been planted around the turn of the 19th and 20th centuries. During much of the 20th century it had an important association with the development of dairying in the Miriam Vale district, being associated with the collection of Miriam Vale cream and milk for transport by rail, and later road, to Gladstone for processing.

#### Criterion E

The Big Fig has aesthetic qualities which have contributed significantly to the Miriam Vale townscape since at least the 1920s, and which are valued by the Miriam Vale community and visitors alike. The tree is a well-known landmark in the town, and is recognised by, and is familiar to, visitors who pass through Miriam Vale to the coastal holiday towns of Agnes Waters and the Town of Seventeen Seventy.

#### Criterion G

The Big Fig is significant as a popular meeting place for generations of Miriam Vale residents, and the current Miriam Vale community holds the historical, social and tourism values of the tree in high esteem.

### History

#### History

The Big Fig at Miriam Vale is thought to have been planted around the turn of the 19th and 20th centuries, local residents recalling the Fig Tree as being well established by the 1920s. It was a focus for community activity, both social and economic, through much of the 20th century. The tree is a well known landmark and meeting place in the town, and until 1977 served as the site for the collection of local cream and milk for rail or road transportation to Gladstone,

dairying being an important economic activity in the Miriam Vale district. Miriam Vale pastoral run was one of the earliest established in the Port Curtis district, reputedly taken up in January 1854 by Arthur PJ Chauvel and Joseph Sharp, along with the runs of Urquhart, Polmaily and Walton, soon after the proclamation of the Port Curtis Pastoral District on 10 January 1854. Acceptance of their tender for these runs did not appear in the New South Wales Government Gazette until 9 June 1857. Walter Blomfield, reminiscing in 1949, states that cousins Edwin Cordeaux Blomfield [Walter's father] and EK Cox purchased the lease, along with 8,000 sheep, in 1856, although the lease was not recorded in Queensland as being transferred to Cox and Bloomfield until 1869. Early squatters in the area concentrated on wool production, exporting their produce via Gladstone, which was established in 1853-54. In 1868 Cox and Bloomfield applied under the conditions of the Crown Lands Alienation Act of 1868 for their runs Woodlands, Miriam Vale and Polmaily to be consolidated as the Miriam Vale run and Silex, Ilex and Gochen to be consolidated as Bulburan. Miriam Vale was divided into resumed and leasehold sections in 1869/70, but there was little demand to open this land for selection. Some Miriam Vale land had been taken up as freehold by 1884. In January 1875 a telegraph office was opened at Miriam Vale, and a post office was established there in April 1877, reflecting a population increase in the district. The first Miriam Vale selections were made available in 1889, encouraging new settlers into the area. Saw milling was an important adjunct industry, as the land was cleared for grazing or agriculture. Miriam Vale was first listed as a separate district in the Queensland Post Office Directory of 1892. It had a population of about 60, but no real township. The post office was located at Miriam Vale, but closest settlement appears to have been in the Mt Jacob area at that time. In 1893 the Miriam Vale Hotel was established and the Miriam Vale Post and Telegraph Office was made official. The township of Miriam Vale was surveyed in 1895 in anticipation of completion in 1896-97 of the final segment of the Gladstone-Bundaberg section of the North Coast Railway. The route passed close to the Miriam Vale Post and Telegraph Office on House Creek, and the Miriam Vale Railway Station and township were established in the vicinity. The opening of the railway to Gladstone on 1 October 1897 had an immediate impact on the development of the Miriam Vale district. With ready access to markets now available via the railway, 90 Miriam Vale blocks were thrown open for selection between 1897 and 1902, and district residents listed in the Post Office Directories jumped from 26 in 1896-97 to 83 in 1900. The Miriam Vale State School was opened on 14 July 1897. Dairying emerged as an important economic activity on these selections, boosted by the establishment of a butter factory at Gladstone in the early 1900s. In September 1904 the Port Curtis Co-operative Dairy Company Ltd was formed at Gladstone, with the express purpose of establishing a regional butter factory, which opened at Gladstone about March



1906. Located adjacent to the main railway line, it provided an accessible market for cream produced by regional dairy farmers, including those at Miriam Vale. The Big Fig at Miriam Vale is located close to the Miriam Vale Railway Station. It is a *Ficus benjamina*, which is an introduced species to the area, and may have been planted as a Queensland Railways initiative following construction of the North Coast Line through the Miriam Vale district in 1896-97. In the late 19th and early 20th centuries the Queensland Railways Department promoted ground and garden improvements at its stations, and encouraged the planting of quickly growing, large-canopied trees which would help to keep down dust and provide travellers with shade. Near several of the railway stations along the Bundaberg-Gladstone section of the North Coast Line a single large *Ficus benjamina* has been planted, suggesting that the tree at Miriam Vale was part of an early Railways Department tree-planting scheme. However, this has not been confirmed, and there are several local stories suggesting that the tree was planted in the early 1900s by differing early residents. Older Miriam Vale residents can recall the tree as having reached a substantial size by the 1920s and 1930s, such that horses could be tethered underneath it while their owners attended to business at the nearby general store, and children played in its branches. The Big Fig has provided a shady meeting spot for generations of Miriam Vale residents, and since construction of the nearby war memorial in 1921 has provided welcome shade for many Anzac Day meetings. Farmers and their drays [later trucks] congregated under the tree while waiting for their cream cans to be loaded onto the train to Gladstone. In the 1950s/1960s a Gladstone veterinarian regularly visited Miriam Vale, where he conducted consultations beneath the Big Fig. The tree maintained its connection with the dairy industry through the mid-20th century, serving as a collection point for dairy farmers bringing cans of cream to be loaded and transported by road to Gladstone when the first motorised truck began carting cream from Miriam Vale to the Port Curtis Dairy Factory in 1952. By this year a ramp, facing Blomfield Street, had been built alongside the trunk of the Big Fig for the loading of cream and later milk cans onto the back of delivery vehicles. The place served as an easily accessible and shady location for farmers to assemble and wait for their produce to be loaded. During the 1960s, the original loading ramp was replaced with a new ramp, and an early fence and gates, reputedly constructed around the tree and cream/milk collection area by Queensland Railways, was demolished. The new ramp was built facing Station Street, and remained until at least 1977 when the last contract for the milk run to Gladstone was cancelled. Several small earth mounds to the north of the trunk of the Fig Tree are all that remain of the second ramp. The Big Fig is an instantly recognisable landmark in Miriam Vale and its expansive canopy has provided a shady resting place for generations of travellers passing through the town to Agnes Waters and the Town of Seventeen Seventy. It has recently been

adopted by Miriam Vale Community Development Inc. as its official logo. Plans have already been made by this group for the future conservation of the tree, with a board walk, rest area and interpretive information planned to be constructed beneath the Big Fig.

Description

Designer Name

Style

Period

Late 19th century (1870s - 1890s)

Builder Name

Construction Period

1897c - 1900c

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

The Big Fig (*Ficus benjamina*) is situated in an unused corner of the Station Street road reserve bounded by a railway fence to the north, a private fence to the east, Blomfield Street to the south and Station Street to the west. Both streets are sealed and a drain has been constructed opposite the trunk of the tree on Station Street. The site is located in the commercial centre of Miriam Vale, close to the railway station, and adjacent to the War Memorial Park to the west, which lies between the Fig Tree and the Miriam Vale Hotel on the other side of Blomfield Street, opposite the railway station. The Big Fig is easily identified when entering the eastern end of the main street, which tourists travelling through to Agnes Waters and the Town of Seventeen Seventy must do. The Big Fig is associated visually with Miriam Vale Shire Council's town beautification scheme along Blomfield Street, in which the reserve on the railway side of the street has been converted into a long, tree-lined park fitted with amenities for local residents and tourists. The trunk of the Fig Tree is approximately 12 metres in circumference, and the canopy has a span of approximately 30 metres east to west, by 35 metres north to south. The lower branches of the tree near the trunk are very high and thick. The outer limits of the canopy droop down to near ground level on the western, northern and eastern sides. The crown of the canopy is between 10 and 15 metres high. There is no grass cover under the canopy to the west and south of the tree, and sparse ground cover near the fence lines of both the railway yard and private property. Leaf litter covers most of the ground surface beneath the canopy. The tree root system protrudes from the trunk and surface roots are evident to the west and south of the trunk.

Keywords

Keywords

Images and Maps

Images



## Miriam Vale War Memorial

### Place Details

Place ID	600725
Place Name	Miriam Vale War Memorial
Alternative Name	
Place Classification	Built Landscape
Place Category	Monuments and Memorials
Place Type	Memorial/Monument - war Memorial - digger statue Flagpole/Flagstaff
Place Components	Park / Green space Memorial surrounds/railings Fence/Wall - perimeter

### Location

Property Name	
Address	Bloomfield Street
Town / Suburb	MIRIAM VALE
Post Code	4677
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1921- (social) 1921- postWWII (historical, fabric)
Criterion A	<p>The Miriam Vale War Memorial is significant historically as one of a group of structures erected by public subscription and intended to endure, which illustrate the conscious expression of emerging Australian nationhood, and which reflect early 20th century public fashion and social attitudes. Importantly, the memorial provides an historical record of local participation and sacrifice in two world wars.</p>
Criterion B	<p>Whilst one of a group of similar monuments, the type of pedestal on the Miriam Vale War Memorial is uncommon - the only one so far identified in Queensland.</p>
Criterion D	<p>The Miriam Vale War Memorial is significant historically as one of a group of structures erected by public subscription and intended to endure, which illustrate the conscious expression of emerging Australian nationhood, and which reflect early 20th century public fashion and social attitudes.</p>
Criterion E	<p>Aesthetically, the memorial is significant as a major landmark in the small town of Miriam Vale, and makes a strong contribution to the Bloomfield Street streetscape.</p>
Criterion H	<p>The memorial also has an important association with the work of stonemasons AL Petrie &amp; Son, who did much to shape the nature of First World War memorials erected in Queensland, in particular popularising the digger monument type, which appears to be more</p>

prevalent in Queensland than in other Australian states.

#### History

The Miriam Vale War Memorial was erected in 1921 to commemorate the local men who had given their lives in the Great War. Funds were raised by public subscription, and the memorial was unveiled on 14 December 1921. It was designed and erected by the Brisbane firm of AL Petrie & Son at a cost of £238, including the iron fence. Although described in Petrie's account book as a no.8 design, the pedestal was not used for any other of the firm's many soldier-type war monuments throughout Queensland. AL Petrie & Son of Toowong in Brisbane was responsible for more of Queensland's numerous digger monuments than any other masonry firm. They offered a variety of digger monument types and prices, with the Miriam Vale memorial being in the middle of the range. An inscription for those who died on active service in the Second World War was added later. The surrounding timber fence is of more recent origin.

#### History

#### Description

Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1921 - 1921

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

The Miriam Vale War Memorial is located at the southeastern end of a long, narrow, grassed and treed park reserve which runs parallel to the railway line to the east and Bloomfield Street, the principal street in the town of Miriam Vale, to the west. The memorial faces the morning light and the Miriam Vale Railway Station to the northeast, and provides a principal focus at the southern end of the business sector of town, which has retained an early-to-mid 20th century streetscape. The memorial comprises a life-sized stone statue of an Australian Infantry soldier standing with head bowed and arms reversed, on a substantial and ornate sandstone pedestal resting on a granite plinth. The pedestal is capped by a gabled cornice with a moulded wreath in the front gable. On all faces of the pedestal are marble plates, the front plate bearing a leaded inscription and the names of 13 brave boys of this district who gave their all in the cause of freedom 1914-1919. The inscription ends with the words common to British war cemeteries throughout the world: Their names liveth for evermore. The southeast plate bears a matching inscription for the Second World War and the names of 8 local men who died in the conflict. The words Miriam Vale Roll of Honour are cast on the front face of the concrete base of the pedestal. The monument rests on a rock-

#### Description

faced granite plinth and is surrounded by its original concrete kerb and iron stake fence, with a gate at the southwest corner. The memorial enclosure in turn is defined by a two-rail timber fence with wrought-iron gates at the western corner. A flagstaff is located at the northern corner of the memorial enclosure, just inside the timber fence, and the memorial is framed by a large fig tree to the south, just outside the timber fence but within the larger park reserve. From photographic evidence, this tree and other figs along Bloomfield Street and the cross-street leading to the railway, appear to date to the first decade of the 20th century.

Keywords

Keywords

Images and Maps

Images



## Norton Goldfield

### Place Details

Place ID 602491  
Place Name Norton Goldfield  
Alternative Name Milton Goldfield  
Place Classification Built  
Archaeological  
Place Category Mining and Mineral Processing  
Place Type Mine site

Adit  
Water race  
Shaft  
Tank - water  
Embankment - tramway  
Place Components Flue  
Battery/Crusher/Stamper/Jaw breaker  
Footings  
Chimney/Chimney stack  
Furnace

### Location

Property Name  
Address Norton Road  
Town / Suburb NAGOORIN  
Post Code 4680  
LGA GLADSTONE REGIONAL COUNCIL  
Context Study Region Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1870s-1940s (fabric, historical)

Criterion A The Norton Goldfield is important in demonstrating the evolution of Queensland's mining and settlement patterns from the late 1870s through to the 1940s; its success, failures and eventual abandonment closely linked to the difficulties encountered in treating the ore.

Criterion B The Norton gold roasting works is an unusual aspect of gold mining, not represented at any other known sites in southern and central Queensland. The operational association between the battery and the mine is uncommon and rare.

Criterion C The technological evidence of the attempts to treat difficult ore bodies has the potential to yield information that will contribute to an understanding of Queensland's mining history and metallurgy.

### History

History The Norton Goldfield was originally part of the Milton pastoral run that had been taken up by William Henry Walsh, who had named the property for his childhood English home. Walsh was elected a

member of the New South Wales Legislative Assembly in 1859. His opposition to the separation of Queensland from New South Wales ensured that he did not become a member of the first Queensland Parliament. George Williams and Charles Lett discovered gold on the Milton (Norton) Goldfield in 1871. Proclaimed on 12 May 1879 the field comprised 107.6 square kilometres and extended west from the Many Peaks Range to the Boyne River. The field is located approximately 35 kilometres south of Calliope and is said to have been named after Albert Norton, a member of the first Calliope Divisional Board. No information appears to be available on the goldfield until 1878 - 1879 when it was reported that there were 60 miners and two three-head stamper batteries in operation on the field. Carmichael who was to be active on the field for many years had set up these batteries. Most of the gold extracted from the Norton field came from reefs although some alluvial gold was won from a gully running through the township of Norton and from Naylor's Gully. Norton goldfield reefs were located to the north and south of the Norton Creek; to the north the principal reefs were the Advance, Who'd-Have-Thought-It, Hickey Claim, Carmichael's Gully, Marodian, Rands and Emu, while to the south the reefs included Frampton's (also known as Martin's), All Nations, Never Never, Little Wonder, Chandlers, Bald Hill, Brigham Young, Hans Big Dyke, New Constitution, Old Welcome and Galena Reefs. Silver was also mined at Norton. The ores at Norton were complex; they contained gold, silver, lead, copper and zinc in varying concentrations, and various methods were explored and tried to maximise gold retrieval, or to retrieve the other minerals. In 1884 the Frampton United Company was formed in an attempt to establish a chlorination plant but the following year Wattle Creek on which the crushing operations depended dried up and crushing operations were halted. In 1886 five reverberatory furnaces were set up at the Frampton United Company lease, to be operated in conjunction with a chlorination plant for gold retrieval. Frampton United Company then erected a barrel chlorination plant and with the 5 reverberatory furnaces achieved a throughput capacity of 60 tons per week at a cost of £3,000. Because the miners did not like the smelting work, kanaka labour was employed to operate the furnaces. It appears likely the furnaces were used to roast the ores, rather than actually smelt them, as the ore would have had to be friable to be chlorinated successfully. The ore was first crushed in a 'dry crusher' and a 10-head battery, before roasting. This chlorination works was closed down in 1891, possibly because the nature of the ore changed and the components absorbed too much chlorine. No further reference is made to roasting ore. In 1888 a 10-head stamper and a 'dry crusher' were installed but these proved a failure. In 1889 the Advance Company went down 400 ft and erected roasting and chlorination plant but following an unsuccessful attempt to treat 70 tons of ore this plant was abandoned in 1890. The continued failure was probably due to a



high amount of calcite in the ore. The Conran Gold Mining Company took over from Frampton United Company in 1891 and the chlorination works were suddenly shut down possibly because of a change in the composition of the ore. By 1893 only minimal work was being undertaken including surface collection. In 1895 Carmichael again tried chlorination but failed once again. Still further attempts were made to make the field payable and in 1899 Carmichael erected a water-jacket blast furnace but the results were not satisfactory probably because a qualified metallurgist was not employed to manage the blast furnace. Although an application was made for a further 2 leases no work carried out until 1902 following the opening of the road to Bororen that provided direct access to the North Coast Railway. In 1903 Marodian Gold Mining Company acquired a lease of 40 acres but by 1904 had ceased operation. In 1906 Carmichael erected a water-jacket blast furnace to drive off lead and zinc which would leave a copper matte containing the gold and silver. Between 1906 and 1918 several small groups worked the mines with the ore being sent to Port Kembla for treatment. It was during this period that German army engineer Johan Gundolf erected a water-driven crushing mill (known as an arrastra) and a 375 metres water-race along the banks of Norton Creek. In 1918 Frampton Mine, one of the more consistent operations at Norton employed four men to work the mine and although a 10-head stamper battery had been acquired this was not set up until 1923. In 1924 tramlines were laid down connecting the mine and the battery. In 1927 it was reported that a good crushing plant was available but the owners were unable to proceed with crushing. In 1928 a crushing of 4 tons of ore was sent to Port Kembla for treatment. The return from this was 14 ounces of gold and 20 ounces of silver. The last Norton Goldfield returns appear to have been in 1941, when the Frampton mine was re-opened by TH Smith and the ore sent to Chillagoe for treatment. While official reports of the returns are patchy available figures show that 8,776 ounces of gold were mined on the Norton Goldfield during the period 1879 - 1941.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Late 19th century (1870s - 1890s)

1870s - 1941

Description

The Norton Goldfield is accessed via Norton Road which exits the village of Nargoorin to the east. Travel along this roadway in a northeast direction for approximately 12 kilometres. The gold roasting furnace site consists of four parallel 22 metres by 2.75

metres brick plinths with collapsed brick arched roofs, interpreted as being roasting furnace bases. The plinths are separated by approximately 5.25 metres spaces between them, one of which at least is paved (the others are largely covered with soils and rubble). The furnaces fed in pairs into two chimneys via brick and stone flues, interconnected with a cross flue between each pair. The furnace bases have flat floors that appear to have been 2 metres wide internally, with arched roofs about 1.5 metres high, and the floors step up towards the flue-end by one course of brick every 3 metres. There are vaulted tunnels/boxes under two of the furnaces about 2 metres from the end opposite the flues, but there are no apparent fireboxes. The furnace bricks are not firebricks, and there is no vitrification or slag deposit in them, suggesting they were used for roasting rather than smelting. One chimney remains upslope of the furnaces, to 10 metres height. Downslope of the furnaces is a brick paved area, with water tanks and machinery footings stepping down the slope from it. Close to the creek are footings and base-logs that may have been the footings for a water pump. The remains of another furnace is located some 45 metres to the east. This furnace is approximately 16 metres long, with a rubble plume extending another 35 metres, possibly indicating a fallen chimney and the extension of the kiln itself. The four conjoined furnaces, together with the separated one, are interpreted as being the five 'reverberatory' furnaces built in 1886. On the banks of Norton Creek are the remains of a 375 yards long water-race that is said to have been associated with the arrasta. The water-race appears to have been lined along its sides with bricks as remains of these can be seen in some sections. The 10-head stamper battery with steel frame is located about 80 metres from the creek. A concrete engine footing is located adjacent to the battery to the southeast. The posts for a partly-collapsed gantry, level with the top of the battery, lead south 22 metres, then in a series of separate low embankments back to a mine adit 120 metres to the south. This appears to be the support embankment for a tramway linking the mine and is not demonstrated. Some small brick rubble piles around the area may indicate other buildings. The area is also dotted with more recent core-drilling pads, is quite eroded and an upgrade of the access road to the adjacent open-cut mine tends to confuse the interpretation of the historical remains. A concrete-lined brick tank is embedded 2 metres deep into the hillside, and may be a header tank for battery water.

Keywords

Keywords

Images and Maps

Images



## Langmorn Homestead

### Place Details

Place ID	600387
Place Name	Langmorn Homestead
Alternative Name	
Place Classification	Archaeological Built
Place Category	Pastoralism
Place Type	Homestead Residential accommodation - main house Out building/s Fencing
Place Components	Trees/Plantings Graveyard Grave marker Stables

### Location

Property Name	
Address	Langmorn Road
Town / Suburb	RAGLAN
Post Code	4702
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1870s (historical) 1870s-1920s (fabric)
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Criterion A	Langmorn homestead illustrates the pattern of early European exploration and settlement of Queensland where the development of pastoral properties preceded agriculture and the establishment of towns. As an early homestead in central Queensland which has remained in continuous use, it has important associations with the development of the pastoral industry in Queensland.
Criterion B	Because Langmorn has continued in the ownership of one family and is well documented, the homestead complex provides an uncommonly good and intact record of an evolving pastoral property established in the mid 19th century.
Criterion C	Due to its age and intact nature, Langmorn has the potential to yield information on the way in which such properties were run and evidence for the building techniques used over several generations, thus contributing to an understanding of Queensland's history.
Criterion D	It is a demonstrates the principal characteristics of a 19th century homestead well, including the residential buildings, associated outbuildings, graves, fences and mature trees.
Criterion E	The homestead complex contains structures which are well designed and made examples of traditional buildings which are

pleasing in form, materials and detail and mature trees which contribute visually to the setting and provide a landmark in the area.

#### Criterion H

Langmorn homestead has a special association with the life and work of the Creed family, who, as early pastoralists contributed to the development of the area.

#### History

Langmorn Homestead is the residence and associated outbuildings of a pastoral property located in the Port Curtis Hinterland and was established in 1869 by Thomas Creed and his family. The region in which Langmorn is located was first explored by Charles and William Archer in 1853. Two years later, William Landsborough also explored the region, taking up the run of Raglan in the same year. It was managed by Landsborough's sons, James and John, with James occupying the property with his family. By 1862, he had acquired sole ownership of Raglan which then comprised 200 square miles on which sheep were run. By 1865, Raglan had been sold and passed wholly into the ownership of the Bank of New South Wales by 1868. In this year the Crown Land Alienation Act was passed which enabled the Government to resume half the area of large runs to permit closer settlement. The Bank consolidated the property in 1869, selling the south western portion to brothers Thomas and George Creed. They named the new property Langmorn and operated it as a cattle run. From accounts in Thomas Creed's diaries, there appears to have been a continuing relationship between the two properties, with landmarks on Raglan also being used by Langmorn as meeting and resting points. Thomas Creed first arrived in Australia from England in 1853. He unsuccessfully prospected for gold at Ballarat, later entering a partnership in the farming industry. In 1857 he returned to England where he married Edith Allen. The new Mrs Creed's parents had left her a property in Jamaica which the Creeds took over in 1859. However, in 1868 they returned to England and then sailed for Brisbane with their two small sons, arriving in Moreton Bay on 23 January 1869. When George Creed arrived by a later boat, the brothers travelled north in October to inspect Langmorn Station before purchase. On 14 December 1869, the family moved to Langmorn. At first the Creeds lived in an existing house, presumably built for Raglan, but in May 1873 a homestead was constructed for them by a Mr Pershouse. In 1877 this was substantially enlarged by William Semfel with assistance from station workers. Timber for the construction and additions to the homestead was cut on the property, although pine planks were ordered for the later work from the Calliope Sawmill. The area of Langmorn's land was substantially reduced during the late 19th century due to resumptions in relation to the various Land Acts of the period. In 1905 the residence was enlarged by building a new timber structure adjacent to the old; the space where the verandahs of the two abutted becoming an open living area. The

#### History

addition had four rooms and provided a new formal entrance for the house. This effectively reorientated the residence because the new entrance faced north, while the front of the first house looked east. In 1910 Thomas and George Creed secured ownership of the homestead block at auction. Thomas Creed died at Langmorn in 1911, at the age of 85. Four of his five sons remained on the property, dividing it into four parts, each with its own homestead. The additional three homesteads being named Prior Park, Cecilwood and Cleveden. Further work continued on the Langmorn homestead building until 1917, when the verandahs were partially enclosed. A large concrete stable building was constructed in 1926. The current owners, members of the Creed family, have owned the property since 1998. The buildings are very intact and new sheds on the site have been constructed using bush pole frames and corrugated iron roofs in a similar manner to the original buildings. New work has been dated, continuing a family tradition begun in 1873.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Late 19th century (1870s - 1890s)

1873 - 1926

Description

The Langmorn homestead complex is sited on a hill and can be seen from a distance because the specimen trees around the homestead and along the drive serve as visual markers. The complex comprises the main house, cottage, a number of outbuildings, a family graveyard and mature plantings. The residence consists of a rectangular 1870s building looking north east with an 1900s extension adjoining it on the north west. This later structure provides a formal front entrance to the house and is approached by a circular drive around a lawn with trees and a rockery fountain. It is constructed of timber with exposed studs. The gambrel roof is clad with corrugated iron. The verandah to the front and north eastern side has balustrading formed of cast iron panels, that on the south west has been built in to create a bedroom, bathroom and toilet. The central entrance opens on to a hall from which bedrooms open out on either side. To the rear there is a third bedroom and a library. A large open area is formed between the two buildings which comprise the residence where their roofs touch. This building has a hipped roof clad originally with shingles which can still be seen under the roofing iron. The core structure of the earlier building is timber with exposed studs. It comprises three main rooms and has french lights opening onto a verandah which surrounds it. This is now enclosed and has small

rooms to what was formerly the rear. The section along the former is built in with fibrous cement panels in the lower section with windows in metal frames above. Kitchen cabinets have been built into the south east corner of the verandah. The post at the this corner is carved with the inscription 'TC GC 1873'. That on the northern corner is similarly carved with 'T Creed 1877'. Behind the main building is a courtyard area which has a small slab building, formerly a staff bathroom, now used as a toilet for visitors. There is a weatherboard clad cottage to the south of the main building. It is set on low stumps, has a gabled roof with new metal cladding and has verandahs all round, sections at the front having been built in. It has 12 pane windows and the interior walls are to partition height only. It is currently used as a souvenir shop. There is an L shaped concrete stable building behind the house which is marked with the date '1926.' It has a hipped, metal clad roof and large timber doors. The walls are rough cast and have metal framed multiple-panel windows set within moulded concrete surrounds. Situated to the west of the stables is a small building constructed of timber slabs on a pole frame with a gabled roof. This is believed to be the oldest building on the site. To the south east of the stables and behind a large modern vehicle shed is a small timber building which the family believe to have been the original homestead. This has a frame clad with weatherboards and a gabled roof extended out to form a verandah supported on timber posts. The interior is divided into two by a partition extending only to wall height. Situated on a rise to the south of the homestead is the family graveyard. It the highest point in the complex and commands a fine view across the valley. The earliest burial is that of Edith Augusta Creed who died on 21 May 1873 aged 1 year and 8 months. It also contains the burials of several generations of the Creed family including those of Thomas (1826-1911) and Edith Creed (1838-1881) Creed. The memorials are inscribed slabs and the area is encircled by a timber fence with a pair of metal gates.

Keywords

Keywords

Images and Maps

Images



## Parson's Inn

### Place Details

Place ID	600388
Place Name	Parson's Inn
Alternative Name	
Place Classification	Archaeological Built
Place Category	Retail, Wholesale, Services
Place Type	Hotel/Inn Mill - wind Residential accommodation - main house
Place Components	Yards - livestock Sawpit Tank stand Shed - milking

### Location

Property Name	
Address	Raglan Station Road
Town / Suburb	RAGLAN
Post Code	4702
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1880s-1950s (fabric) 1885c-1900s (Historical use)
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Criterion A The former Raglan Hotel, or Parson's Inn, illustrates the pattern of European settlement in Queensland as a wayside inn serving early an early route for the movement of livestock, essential supplies and mail. Such inns were an important element in the settlement of remote areas.

Criterion B The inn is rare in Queensland, as although many such travellers' inns were built, few examples using local materials, such as this one, have survived. It is thought that no other example of the technique used to peg the floor boards to the bearers has been identified in Queensland.

Criterion C The inn, its subsidiary structures and the area around them which formed part of the inn yards have the potential to reveal information about the operation of early hotels in Queensland.

Criterion D The former Parson's Inn is a good example of its kind and preserves many examples of early building techniques.

Criterion H The inn has associations with several generations of the Parsons family, who were early settlers in the area.

### History

History The former Parson's Inn buildings are timber vernacular structures located approximately 5 kilometres south of Raglan on the old



coach road, now bypassed by the highway. The proprietor of this wayside inn from 1885 until the early 1900s was Edwin Parson and the property has remained in the possession of members of his family. The area in which the inn is situated was surveyed for pastoral settlement in 1855 and most of county Clinton was soon taken up as runs producing wool. This included Raglan which was selected by William Landsborough and by 1857 was occupied by James and John Landsborough. By 1865 cattle were established in the district and soon replaced sheep. By 1867 there were over 180 runs in the district and a goldfield was proclaimed at Raglan, just south of Mount Holly. Miners from this field were later to frequent Parson's Inn, paying for their rations in gold. Following the Crown Lands Alienation Act in 1868, the huge early runs were broken up and resumed for selection as smaller grazing properties. The numbers of cattle being raised and transported in the Port Curtis area increased following the setting up of the Lakes Creek meatworks in 1871. Edwin Parson's name first appears in the Post Office Directory of 1874 as being at Long Morn. He selected 517 acres at Black's Crossing, Raglan, in 1873 and an adjoining selection of 667 acres in 1874. On 5 May 1879, a mention is made in the diary of Stephen Creed of Langmorn station of an E Parsons 'in charge of 169 fat bullocks to be delivered to Brisbane by road', which may well refer to Edwin Parsons. The purchase of his selections was finalised in 1881. Black's Crossing was the local name for a section of Raglan Creek crossed by a stock route. The places where major routes crossed watercourses were often used as camps by drovers and carriers and were excellent locations for inns which catered to travellers. These were places where one could obtain food and accommodation for people and horses, where it was usually possible to obtain the services of a blacksmith, leave or collect messages and gain information on the condition of the road ahead. The inns were also a social amenity as a source of company and conviviality on the road. Their services made the development of regular supply routes possible, which in turn made a major contribution to the way in which areas were opened up for European settlement. Parson obtained a license for a hostelry named the Raglan Hotel at Black's Crossing in 1885. Although his name appears in most documents as Parsons, it is spelt on the hotel's signboard on a 19th century photograph without the 's'. He had not held a publican's license before and the license was in his name until 1902. It then passed to Joseph Jones and was held briefly by David Parsons in 1905, after which no further licenses were issued. It is probable that the inn operated only during the period when there was sufficient traffic on this road to support it. The route was also used for mail, a post office having opened in Raglan in 1879, although the mail was carried on horseback until 1887 when a weekly coach served the route. It is not certain whether the building was constructed as an inn, or whether an existing building was modified, but it had both slabs and sawn boards for wall cladding at an early stage of its existence. A saw pit is still

visible behind the building. In the use of bush pole frames for the building and window openings, pit sawn weatherboards, pegged floorboards, adzed slabs and other details, the inn provides examples of a range of early building techniques and demonstrates what could be achieved in a remote spot using the materials available to hand. The hotel is described in a diary of Lady Lamington, wife of the governor of Queensland between 1896 and 1901. In 1897, while travelling privately to meet her husband at Rockhampton on his return from New Guinea, her boat encountered bad weather and it was agreed that she, her husband's secretary and his wife should hire a vehicle and driver and travel the last section overland. They stayed one night at the Raglan Hotel 'a wooden hut with some small trees nearby.' The hotel was run by a woman and her children, one of whom had recently died and who she had buried, presumably in the vicinity of the inn. Lady Lamington remembered that: We were shown into the house, one rather small centre room with a sort of counter on one side for a bar, and behind this room were two or three bedrooms. The floor and walls were of planks which had shrunk after being put up, so we could with little effort, see what was going on in the next room, and as the floor was the same, I used to see the chickens scratching the ground under the floor between the short wooden piles on which the little Hotel!!! was built. The walls had coloured and uncoloured illustrations from different newspapers stuck on them in places, which made one's room a little more private. There was only one bedroom and a sort of press with a bed in it. We had only one very small basin between us for our ablutions. It was easy to empty it by just opening a wooden window, but not so easy to get the water to fill it again. "I have seen a good deal during my travels but sitting there in the little Bush shanty listening to this good woman's stories was very touching. Next morning I was woke up by hearing the children bringing in the cows for milking" A photograph, which survives, was taken of the inn on this occasion by Pascoe Stuart, the Governor's secretary. Since then, rooms have been added to the ends of the building, but the simple rectangular form and open area at the front remain. In 1904, some of Parson's land was resumed for the railway which opened in 1910. A new certificate of title was issued to him in 1904 for 491 acres giving his address as Sunnyside, Raglan. Although the inn was no longer licensed, it appeared as a hotel in the Post Office Directory until 1909 and may still have been used to accommodate travellers. The introduction of the railway no doubt cut traffic considerably on the old road and Edwin Parson was listed in the Post Office Directory as a selector before he died in 1911. The property was left to Walter Parsons who leased it to John Patrick Mitchell in 1912 for 21 years. The Port Curtis Dairy Association was formed in 1906 and opened a dairy co-operative in Gladstone and in Rockhampton in 1928. This provided the opportunity for the development of the dairy industry in the area. For many years, until the late 1950s, the property on which Parson's Inn was located was run as a dairy

farm. Walter Parsons lived in a 2 storeyed house nearby, the frame of which is still standing, while a family who worked on the farm occupied the inn. The property passed to Edwin Miles Parsons in February 1961. In 1970 it was surrendered to the Crown and a new Deed of Grant issued on 31 March 1971 for 491 acres to allow for road resumptions. The land passed to the current owner, also a family member, in 1982. It is over 35 years since the building was occupied and it was used until recently for storing hay. A storm is said to have removed much of the cladding from the rear about 10-15 years ago. The stables behind the inn recorded in the National Trust's survey of 1981 have gone with no visible trace. The small pole-framed building standing in yards near the house is said to have been used as a dairy. Its age is unknown, but it may be contemporary with the inn as similar construction techniques have been employed. No family documentation relating to the inn is known to survive.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Late 19th century (1870s - 1890s)

1885c - 1950s

Description

Parsons Inn is located a little south of Raglan Creek, halfway along the old coach road between Gladstone and Rockhampton, which has been bypassed. The former inn is set parallel with the road and is a single-storeyed timber building on low stumps. The building has a frame of bush poles and was originally clad at least partially with slabs, although most of these seem to have been replaced many years ago with weatherboards. The broken back roof is clad in corrugated iron. The front has an open verandah section in the centre and rooms on either side of this. These rooms have been extended. Behind this is a large room with lined walls and ceiling. At the rear are small rooms and a veranda which has lost most of its cladding and a section of roof. The windows are between uprights of bush timber, as are the doors. The floors are of pit-sawn boards fastened to the bearers in places with large rectangular wooden pegs cut from pieces of pit-sawn timber. The sawpit is still visible close behind the building, though it has been filled in for safety reasons. Some sections originally open have been built in. The front wall, most interior walls and the ceilings of the main section are clad with beaded boards. The main room is lined with wide plain boards and has a stencilled dado on the end walls. The upper wall is pale blue and the lower wall pinkish grey, divided by a pink line and a grey/pink stencilled anthemion pattern above. Some boards which carried part of this design have been removed.

The former residence is a two-storeyed timber-framed building clad with weatherboards, with verandahs to both levels at each end and a galvanised iron roof. This building is now little more than a frame and is leaning precariously. Beyond this house is a small weatherboard clad building with a pole frame standing in the remains of a post and rail enclosure. A roofed open area adjoins the building and leads into the yard section. There is a windmill and a water tank on stumps alongside. It is thought that there are graves some distance behind the inn, but these were not located. The area around the inn is of value as an archaeological site which may yield further information on the way in which such early wayside inns were operated.

Keywords  
Keywords

Images and Maps

Images



## Raglan Homestead

### Place Details

Place ID	600389
Place Name	Raglan Homestead
Alternative Name	Raglan Station Road Archaeological
Place Classification	Built Landscape
Place Category	Pastoralism
Place Type	Homestead Shed/s Stables
Place Components	Views from Out building/s Hut/Shack Residential accommodation - main house

### Location

Property Name	
Address	Raglan Station Road
Town / Suburb	RAGLAN
Post Code	4702
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1850s-1870s (historical) 1850s-1910s (fabric)
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Criterion A Raglan Homestead and Slab Hut illustrates the pattern of early European exploration and settlement of Queensland where the development of pastoral properties preceded agriculture and the establishment of towns. As an early homestead in central Queensland which has remained in continuous use, it has important associations with the development of the pastoral industry in Queensland.

Criterion C Due to its age and intact nature, Raglan Homestead and Slab Hut has the potential to yield information on the way in which such properties were run and evidence for the building techniques used over several generations, thus contributing to an understanding of Queensland's history.

Criterion D Raglan Homestead and Slab Hut is significant in that it demonstrates the principal characteristics of a 19th century homestead well, including the residential buildings, associated outbuildings, fences and mature trees.

Criterion E The homestead complex contains structures which are well designed and made examples of traditional buildings which are pleasing in form, materials and detail and mature trees which contribute visually to the setting and provide a landmark in the

area.

Criterion H

Raglan Homestead and Slab Hut has a special association with the life and work of the MacDonal family, who, as early pastoralists contributed to the development of the area.

History

Raglan Station is located on Raglan Creek in the Port Curtis Hinterland and was established in 1855 by William Landsborough. The region in which the Raglan Homestead is located was first explored by Charles and William Archer in 1853. In 1855, William Landsborough also explored the region, taking up the run of Raglan in the same year. Raglan was managed by Landsborough's sons, James and John, with James occupying the property with his family. The construction date of the slab building is not certain, however the Landsboroughs were entertaining before Christmas 1857 in their new homestead. John Macartney recorded the construction of the homestead when he visited Raglan on 30 December 1857. By 1862, James Landsborough had acquired sole ownership of Raglan which then comprised 200 square miles on which sheep were run, cared for mainly by new Chinese immigrants. By 1865, Raglan had been sold and passed wholly into the ownership of the Bank of New South Wales by 1868. In this year the Crown Land Alienation Act was passed which enabled the Government to resume half the area of large runs to permit closer settlement. Goldfields named Raglan and Langmorn had opened on the property in the previous year, and a small number of shops and hotels, none of which survive, were constructed to service them. The Bank of New South Wales consolidated the property in 1869, selling the south western portion to brothers Thomas and George Creed. They named the new property Langmorn [600387] and operated it as a cattle run. From accounts in Thomas Creed's diaries, there appears to have been a continuing relationship between the two properties, with landmarks on Raglan also being used by Langmorn as meeting and resting points. Raglan was also referred to as the Six-Mile Hut. The remaining portion of Raglan was transferred many times from the 1870s onwards until the lease was acquired by Thomas McKellar in July 1885. Following which the previous owners, the Menzies family, moved to another property approximately 30 kilometres away. Prior, and subsequent to, McKellar's ownership, advantage was taken of Raglan Creek as a natural waterway by Captains Bennett, Fossey and Grey, who operated boats such as the Raglan Lass and the Cutter Rose. They shipped goods and timber from a sawmill established at the head of the navigation as early as 1887. The opening of the rail line between Gladstone and Rockhampton occurred in December 1904 brought about the end of commercial traffic in Raglan Creek, also ending the coach run which covered the distance at various times since the first mail run of 1859. A stage change was made to Raglan Homestead, until Parson's Inn [600388] was opened near Black's Crossing on Raglan Creek in the 1880s. Thomas McKellar

History

transferred his interest to his brother Ernest in 1894, and three years later John Menzies Junior returned to Raglan as manager, a position he held for eleven years. Following the devastating drought of 1902, McKellar was left with a run reduced to five sixths of its original area and made the decision to dispose of Raglan Station in 1909. An interested person was a Mr Mayne of Rothbury Station, via Cessnock, New South Wales, who passed on the information to Mr John Murray MacDonald of Ben Ean Station, in the same district. John MacDonald had negotiated the sale of his well-known vineyard, cellar and distillery to Lindeman's Wines Ltd when he entered into the purchase of Raglan on 18 February 1910. The agreement was made with Frederick William Tyrrell, who acted as managing partner, until John and his wife, Harriet, arrived at Raglan in May 1912. The present homestead building was constructed in 1913 to plans prepared by Fredrick Eckersley Boddington, an architect based in Rockhampton from 1911-15. The builders were Taylor and McKenzie. The house was constructed on high blocks containing 42 squares, 22 of which comprised the expansive verandah. A sawmill was set up on the creek below the house where all timber was milled. During the period of John and Harriet MacDonald's ownership of Raglan, three overseers were employed. The first was Eric White, who came from Ben Ean in New South Wales; Charlie Mayne who was at Raglan in the 1930s and Archie Stewart who stayed for over 32 years from October 1931. After the death of John MacDonald's wife, Harriet in 1938, he found it necessary to rely more readily on Archie Stewart and his wife Jane. MacDonald left a portion of Raglan Station to the Stewart's on his death on 26 December 1957 at the age of 94. Raglan Station passed in Trust to the Presbyterian Church New South Wales to build homes for aged and infirm Ministers - the trust is still known as the John and Hettie MacDonald Trust. The Presbyterian Church sold Raglan Station to Hector and Betty MacDonald in 1958. Their second son, Malcolm, after completing a degree at the Gatton Agricultural College, returned to Raglan Station in 1959 in order to manage the property. In 1983, Raglan Station was sold to Brian and Kenita Auger who lived at the station for three years before moving to the Northern Territory. The Olive family purchased Raglan Station in February 1986. Current owners, Andrew and Roxanne Olive, with their three children, came to live at Raglan Station in November 1991. The roof and verandah of the main homestead building was reconstructed following a severe storm in late November 2000.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method

Early free settlement (1842 - 1859)

1857c - 1913

Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

Raglan Homestead is located to the south of Raglan Creek, approximately halfway between Rockhampton and Gladstone on the old coach road, which is now by-passed by the Bruce Highway. The complex is located six kilometres from the highway in an easterly direction. The main homestead is a high set, timber framed residence clad with vertically joined timber boards. French doors with breezeways and timber framed sash windows are located along each elevation and open to the verandah which surrounds the building on all sides. Internally, the homestead has much of its vertically joined timbers and timber ceilings still in place. From the verandah, the homestead has sweeping views to the surrounding country. A low-set, timber framed cottage, with a stepped verandah, clad with weatherboards, with a hipped roof clad with corrugated iron is located near the main homestead building. A fireplace with timber surrounds is located in one room, though the chimney is no longer extant. The slab hut is a single-storeyed, timber-framed structure with a gable roof clad with corrugated iron, set on the ground located a short distance from the main homestead. The building has a timber floor and walls constructed of vertically joined slabs, the tops of which are set in a morticed top bearers. The upper sections of the side elevations are clad with corrugated iron. A stepped verandah with a skillion roof is located to one side of the hut. Two nine pane windows are located in the front elevation. The entrance to the hut, a panelled timber door, is located in this elevation. A large, two-storey volume shed constructed with bush timbers and clad with corrugated iron is located near the slab hut. Stable buildings are also located near the slab hut. The stables are timber framed clad with corrugated iron with large double timber doors located along one elevation. Attached to the stables is a timber framed shed and set of timber yards. Other later sheds and holding yards have been constructed on the homestead site.

Keywords  
Keywords

Images and Maps

Images





## Cooks Landing Place, Town of Seventeen Seventy

### Place Details

Place ID	601614
Place Name	Cooks Landing Place, Town of Seventeen Seventy
Alternative Name	
Place Classification	Landscape
Place Category	Exploration/Survey/Early settlement
Place Type	Landing site
Place Components	Memorial - cairn Natural landscape

### Location

Property Name	Joseph Banks (Round Hill Head) Conservation Park
Address	Round Hill Creek and Round Hill Head
Town / Suburb	SEVENTEEN SEVENTY
Post Code	4677
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance 1770 (Historical)

#### Criterion A

Cook's Landing Place is important in demonstrating the evolution of Queensland's history and is a place of national significance. It is the first place where Cook and Banks landed, in what later became Queensland, during the Endeavour voyage which charted the east coast of the Australian continent and led to the beginnings of European settlement in Australia. The natural history collections and observations made on 24 May 1770 at Round Hill Creek excited world interest.

#### Criterion C

The place has the potential to yield information that will contribute to an understanding of Queensland's history, offering a rich source for interpretation and study, including landscapes, terrain, historic coastal navigation, vegetation types and habitats, fauna and their habitats, the Aboriginal people's use of and values in the landscape. The place was the only central Queensland site at which Banks collected botanical specimens and the landscape still holds the detail and scope of the natural landscape of that time to enable comparative study and educational interpretation. The place also has potential to reveal information on the establishment and evolution of small coastal holiday settlements in Queensland.

#### Criterion D

The Town of Seventeen Seventy and its landscape setting and approaches is important in demonstrating the principal characteristics of a small, coastal, Queensland camping and holiday village, which began as a camping site for fishing and boating holidays, and continues this function to this day. With increasing development pressure being placed on Queensland's small, coastal camping and holiday settlements, the Town of Seventeen Seventy

- remains an uncommon and beautiful example of its type in Queensland and eastern Australia.
- Criterion E The place is significant for its very high aesthetic values of both State and National significance.
- Criterion G In terms of strong or special association, it should be noted that Aboriginal people of the area have, within their oral tradition, stories of witnessing the landing of Lieutenant Cook, Joseph Banks and others of the Endeavour. The place also has a strong and continued association since it was first regularly visited in the early 1890s by the local and district community as a quiet holiday destination.
- Criterion H Cook's Landing Place has a special association with the work of Lieutenant James Cook, Joseph Banks, and fellow scientists of the Endeavour, whose voyage of exploration along the eastern coast of Australia in 1770 transformed the future of the Australian continent and its indigenous peoples.

#### History

The town of Seventeen Seventy is so named because on 24 May in that year, Lieutenant James Cook, captain of His Majesty's barque Endeavour, came ashore and landed on the beach of Round Hill Creek in the vicinity of the present village. In the morning of Thursday May 1770, the Lieutenant in his pinnace (with Mr Joseph Banks and Dr Solander) and Second Lieutenant Gore in the yawl left the ship for the shore and made their first landing in what is now Queensland and their second landing in Australia. Cook made eleven landings on the eastern seaboard and ten of these were in Queensland. Cook's landing spot at Bustard Bay was in the vicinity of the present caravan park (developed in 1978), where a stream at the southern end enters the beach just north of the remaining mangroves. Cook described the countryside as "visibly worse" than at Botany Bay, with dry and sandy soils, woods free of undergrowth, the same sort of numerous 'birch' tree (coastal ironbark), mangroves skirting the lagoon and palm trees on low, barren, sandy places. He also noted bustards, black and white ducks, small oysters and other shell fish - mussels, pearl oysters and cockles. Botanist Joseph Banks, who accompanied Cook on his "little excursion in to the woods", noted the great variety of plants even though the plant cover was not thick. He recognised plants already seen in the Tropics, and described many birds on shore including one species of Bustard. Some of the 55 specimens collected in the general area were illustrated and described in Banks' Florilegium, which was printed from copperplates under Banks' direction from Parkinson's unfinished sketches. (Parkinson died of dysentery on the voyage home.) As the woods behind Round Hill Head and adjacent to Round Hill Creek are the locality of the first botanical type-specimens collected in Queensland, they are of great scientific value. This was recognised in 1989 with the gazettal of Joseph Banks Environmental Park [R.663]. In August 1802 Matthew Flinders in HM sloop Investigator, accompanied by

the Lady Nelson under the command of Lt John Murray, resurveyed Hervey's Bay. They reached the south head of Bustard Bay (Round Hill Head) on 2 August and anchored in nearly the same spot where the Endeavour had lain in 1770. Subsequent early mariners visited Bustard Bay and noted the prominent landmark of Round Hill from Round Hill Head: Captain Phillip King in the Mermaid 1819, Captain Stokes in HMS Beagle in 1839 and 1841, and Colonel Barney in the steamer Cornubia in 1846, when he was looking for a site for northern settlement. Port Curtis was proclaimed a district in January 1854. Most European settlement by-passed Bustard Bay and Round Hill Head, but pastoral runs were taken up in the hinterland. In 1867 a lighthouse was erected at Bustard Head because of increased coastal shipping, and a sawmill was established at Eurimbula Creek. By 1894, Agnes Waters beach was a popular weekend resort for sawmill employees. There was a timber shoot down Round Hill and pine logs were hauled by teamsters to the rafting grounds on Oyster Creek and Round Hill Creek. The first cottage at Round Hill was erected in 1915. In July 1925, the Royal Geographical Society of Queensland resolved to erect a monument at Bustard Bay to commemorate the first landing of the British on the Queensland coast. With the support of the Governor of Queensland, Sir Matthew Nathan, a public appeal for funds was launched on 1 September 1925, and proved so popular that a cairn was ordered the following month. This was erected early in 1926, on the point of land overlooking Bustard Bay to the north. In response to a request from the RGSQ for the reservation of an area of land surrounding the Cook Memorial, the Department of Public Lands set aside an area of 1,790 acres as a Recreation Reserve [R.207] under the control of the Miriam Vale Shire as trustee, February 1927. This did not include the site of the actual landing in Bustard Bay. An area was surveyed adjacent to Round Hill Creek for the site of a township in the mid-1930s. It was named Seventeen Seventy, re-emphasising that this was Cook's first landing place in Queensland in May 1770. The significance of Round Hill Head, at the time considered the birthplace of Queensland, drew the attention of those planning the 1970 Bi-Centenary Celebrations. The Queensland Government made available \$2,000 for a monument additional to the cairn, to be erected and maintained by the Department of Local Government. The site selected for the new monument was about a mile nearer the tip of Round Hill Head on the western or inshore side, overlooking the spot where the Endeavour had lain. The new monument was not to imitate the existing cairn as simply a marker for the site of Cook's landing, but was intended to symbolise that in landing at this place, the British first opened the door of opportunity in Queensland. A four-sided concrete portico in classical style was erected, with the words Doorway to Destiny on the top-piece. In 1975, the area surrounding the monument was gazetted as the Captain Cook Memorial and Park Reserve [R.271]. The monument later

developed concrete cancer, and was demolished in August 1994. In 1989 the Joseph Banks Environmental Park [R.663] was gazetted. It covered about 114 hectares and incorporated part of R.207 and R.271, but did not include Cook's actual landing site.

Description  
Designer Name

Style

Period

Pre non-Indigenous settlement (pre 1824)

Builder Name

Construction Period

1770 May 24 - 1770 May 24

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

Round Hill Head is a distinctive granite landform at 54m above sea level, a landmark for mariners as the north west extreme of Hervey Bay and the bluff termination of hills, well covered with wood and grass, sloping down around Round Hill, which is 289m high 12kms due south. The headland has naturally grassy areas running from the ocean on the east to the sheltered creek on the west and this swathe has been referred to as "Mrs Cook's Drive" since the turn of the century. Round Hill Creek on the western side of the headland has a very narrow channel, which has maintained its depth at soundings taken since 1770, but is encumbered with shifting sandbanks. The sandy beach is fringed by mangroves and backed by cotton woods, paperbark and palms in the wetter gullies, with ironbark on the drier slopes. From Monument Point extensive views may be obtained of the picturesque inlet with boats at anchor, wisps of smoke from the cottages screened in the bush, distant blue mountains and across the sand spits to the west the dense lowland vegetation of Eurimbula National Park with the jagged Munro Range towering in the distance. At night the Bustard Head lighthouse flashes its warning presence across Bustard Bay. When viewed extensively, European occupation of the land has not altered the landscape irretrievably. Very few of the recent houses intrude into the landscape, mature trees have been retained, and the bush has regenerated on the lower slopes. Very few clumps of mangroves remain in the lower reaches of Round Hill Creek along the western margin but the caravan park developed in 1978 has a cover of mature native trees while the unreserved Crown land along the foreshore adjacent to Captain Cook Drive has an impressive covering of mature tall Cabbage palms, probably predating Cook's landing. The spring which fed a streamlet rising on the slope above Captain Cook Drive and running out on the beach only stopped flowing in 1992. It had yielded a bucket of water every 25 seconds at peak flow in 1989. This was probably the stream mentioned by Cook. The nearby area of houses and the 95 site caravan park is now sewered to prevent ground water contamination. The road

reserve retains its vegetation and the picnic area opposite the shop is shaded and attractive. Murgard's marina and the public boat ramp in the "lagoon" of the upper reaches of the creek are not intrusive but the approach to the township is messy, despite driving through tall forest along the base of the ridge immediately before entering Seventeen Seventy. The upper reaches of Round Hill Creek are meandering, shallow, mangrove fringed, and backed by tall paperbark forest.

Keywords  
Keywords

Images and Maps

Images



## Soldier Settler House

### Place Details

Place ID	602229
Place Name	Soldier Settler House
Alternative Name	Hecstanvale
Place Classification	Built
Place Category	Farming - Agriculture/Dairying/Grazing/Horticulture
Place Type	Farm - dairy Trees/Plantings
Place Components	Out building/s Farmhouse

### Location

Property Name	
Address	Gladstone-Monto Road
Town / Suburb	UBOBO
Post Code	4680
LGA	GLADSTONE REGIONAL COUNCIL
Context Study Region	Central Queensland Region

### Cultural Heritage Significance

Principal Period of Significance	1920s (fabric) 1920s-1940s (historical)
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The soldier settlers house is significant for its association with the major redevelopment of the Boyne Valley area, and the establishment of the soldier settlements in the Uboobo area in particular, following the First World War, which led to closer settlement of the area generally. The soldier settlers house is significant as a surviving building remaining on the property on which it was taken up. Significantly, it was taken up by one of the earliest soldier settlers in the area, RS Davies, and is the only remaining property which is still being worked by the descendants of the original soldier settler.

#### Criterion A

As a substantially intact, extant structure, located on its original block and associated with the development of the soldier settlement schemes, the soldier settlers house is significant for its rarity.

#### Criterion B

Designed to a standard government plan, the soldier settlers house is significant as an example of a typical type of construction. Like the majority of soldier settlers' homes, the small, high-set, timber cottage originally comprised a core of four rooms with verandahs opening to both the front and the rear of the building.

#### Criterion D

The soldier settlers house is significant for its association with those who took up property under the soldier settlement schemes and their descendants, and with their experiences, in the majority of cases, ultimately unsuccessful, with the scheme.

#### Criterion G

### History

## History

The soldier settlers house is a high-set, timber building constructed in 1920, on property owned by RS Davies. An ex-serviceman from the First World War, Davies had acquired title to Portion 115 [as it was known] under the Ubobo Soldier Settlement Scheme. In the 1960s, the Davies family purchased Lot 114 [formerly Portion 114], on which another soldier settler's house is located. Non-Indigenous exploration of Boyne Valley area commenced with Captain James Cook in 1770, Matthew Flinders [who named Port Curtis] in 1802 and John Oxley in 1823. More systematic inland exploration in the area had been led from the mid-1840s by Ludwig Leichhardt and Thomas Mitchell. By the early 1850s there were many squatters seeking to take up pastoral properties on the northern frontier of the Burnett District. In June 1853, a government survey party under Francis McCabe was established at the Port Curtis harbour to lay out a township and to initiate a survey of the hinterland in preparation for its development as a pastoral district. When McCabe's labours had resulted in the partial survey of the town, a Government Residency was established at Gladstone in 1854 to oversee civil development in the Port Curtis Pastoral District. Closer settlement in the Boyne Valley and the surrounding district occurred in a number of waves. The first wave was the periodic resumption of the original leasehold runs into smaller leases, which were then let as grazing properties. This was the common pattern from the 1870s through to the end of the First World War. In later years, more intensive settlement occurred with the reduction of the grazing blocks into agricultural and dairy selections. The Port Curtis Dairy Company Ltd [the PCD] was formed at Gladstone in 1904, with its first timber factory buildings erected at Gladstone in 1906. Later developments included the construction of the railway line from Byellee to Many Peaks through Ubobo, which opened on 25 July 1910. Along the Boyne River, the major development in the pattern of land use occurred with the creation of the so-called 'soldier settlements' to assist veterans of the First World War. In 1920, the 21-year leases on the pastoral properties of Ubobo, Hybla, Melrose, Degalgil and Cluden expired. When the 1914-1918 war ended the Government sought to compensate those members of the services who were being discharged from the Army, Navy or Air Force, by making available land under the Soldier Settlement Schemes. One such scheme was the Ubobo Soldier Settlement Scheme. These areas were resumed by government legislation, leaving a homestead block as an option to the original selectors. The selections were available by perpetual lease, with Agricultural Bank assistance up to approximately \$1400 available to develop the property and purchase stock. The Settlement Supervisor was WA Collins. He was later succeeded by ET Wannop. The money provided by the Agricultural Bank as advances on development work, was paid following the inspection of the work, and the endorsement of the payment by the Supervisor. All of the farms were to be used as dairy farms and associated farming. William P [Bill] Spencer, a carpenter at Nagoorin, had a contract to build all

the soldier settler houses. The selectors were from every walk of life. There were shop assistants, bank tellers, a plantation manager, drovers, Englishmen, a Scottish champion ploughman and local residents of the Port Curtis District. One of the first properties in the Ubobo area, Portion 115, was taken up by RS [Robert Sydney] Davies in 1920. The portion number contained 95 acres. Davies was born in England in 1883, and aged sixteen years, he stowed away in a troopship for South Africa. Once there, Davies joined an Essex Regiment with which he fought during the three years of the Boer War [1899-1901]. He remained in the British Army for eight years, serving in India and Burma. In the years preceding the First World War, Davies was a rubber plantation manager for Burns Philp in Choisuel, in the British Solomon Islands. He also oversaw the Japanese pearl divers working for Burns Philp. Davies enlisted in the war on 5 October 1914, joining the Queensland 9th Battalion. The 9th Battalion, which served in the First World War with honour, was the first to leave Queensland and among the first Australian troops to land at Gallipoli on the morning of the 25th April 1915. Davies, as a member of a boat carrying twelve men, went ashore ahead of the main force. Some months later, Davies was wounded, losing one of his eyes. He returned to Australia on 5 July 1915. The Ubobo soldier settlement brought back, for a short while, encouragement for the future, which had fallen away with the ending of the mining era, and the closure of the Many Peaks mine. The dairy industry developed, agriculture was encouraged, and much farm land was opened up on which were grown good cotton crops finding employment for cotton pickers. During the 1910s dairying expanded in the surrounding districts, particularly at Mt Larcom and Bracewell, and the PCD Company made steady progress. Following the appointment in January 1916 of Joseph W Rigby as Manager and Secretary, the area from which the Company received cream was extended and the Company's growth was greatly accelerated. In the period 1916 to 1923, suppliers increased from 216 to 502 and manufactured butter from 179 to 539 tons. By the 1920s, the PCD was one of the largest co-operative dairy companies in Queensland. The activities of the PDC at Gladstone and in surrounding districts stimulated the expansion of commercial dairying in Central Queensland. State wide, dairying was an important economic activity for the first half of the 20th century. The township of Ubobo first appears in the Queensland Post Office Directory [Country] in 1926. The majority of those listed in the area are farmers [39 out of 54], including RS Davies. The other listings are for labourers, graziers and stockmen as well as a storekeeper/postmaster and a teacher. There are numerous changes in ownership/tenure over the years in the first ten years of the town appearing in the Directories, seventeen farmers left the area and eleven new names appeared. Later with the years of the depression, falling prices and not being able to meet liability that looked so attractive in the beginning, many others left. While initially providing future prospects, for the most part the soldier



settlement schemes were generally disastrous because the resumed land was cut into small, uneconomic blocks, Added to this was the inexperience of most soldier settlers, or an inadequate capital base, and the result was social and economic disaster. At Ubobo, the resumed leases were cut up into fifty-four farms: twenty-seven in the parish of Wietalba and twenty-seven in the parish of Ubobo. Virtually every block was taken up. These fifty-four households [most including children] were expected to make a living as dairy farmers where five families had formerly grazed cattle and in good years make a modest profit and in bad years a loss. Many properties were surrendered by the original selectors, most of whom left the district with a degree of bitterness. Following the Second World War, with the economic depression of the butter section of the dairy industry, the properties were gradually bought by others to amalgamate with their holdings, thus providing a larger and more viable area. Excepting the actual river frontage with the good agricultural land thereabout the settlement has again reverted to its former purpose, the grazing of cattle. RS Davies' property is now occupied by Hector [son of RS Davies] and Gloria Davies, who established a modern piggery as well as lucerne growing on the site. The property taken up by RS Davies is the only block still occupied by descendants of the original soldier settler. The Davies family purchased Portion 114 [now Lot 114], in the 1960s. This block, originally taken up by R] Metten, has a soldier settlers house constructed on the property. It is in a more deteriorated state than the house constructed by RS Davies. When constructed, the soldier settlers house comprised three rooms, a bedroom, a dining room and a kitchen. A verandah opened on the eastern end of the southern side of the building and another verandah on the northern side. At a later date, the verandahs on both sides of the house were enclosed to provide more space. The house is currently unoccupied.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Interwar period (1920s - 1930s)

1920 - 1920

Description

The soldier settler house is a single storey, timber building set on high timber stumps clad with weatherboards. The gable roof building is clad with corrugated galvanised iron. Timber framed, casement windows, with metal window hoods, are located along all elevations of the building. These windows have replaced the original sash windows. [Some of the window hoods have star patterns, a common design and occurrence in the buildings

constructed in the Boyne Valley]. The original staircases located in the northern and southern elevations have been removed. The stove recess in the north-west corner of the building is still extant. Internally, the building comprises three rooms [a bedroom, dining room and a kitchen]. Later, the eastern side of the northern verandah was enclosed and the southern verandah was enclosed to provide for more rooms in the house. A modern water tank is located on the in the north-western corner near the building. The south-west corner of the undercroft has been enclosed with weatherboards. The verandah on the southern side of the house appears to have been enclosed. Further, it would seem that additions have been constructed on the westerns side in the form of an extension to provide for another room, as well as the enclosing of the verandah on the northern side as well as the addition of a porch and staircase. The house is not in as good condition as the house on Lot 114 and was not inspected internally. A single storey timber building is located to the rear of the house. The building has sash windows, with metal window hoods with a star pattern. The hipped roof is clad with corrugated galvanised iron. The former soldier settlers house is located on a working farm. The house is surrounded by mature vegetation, with views south to the Boyne River.

Keywords  
Keywords

Images and Maps

Images



## Deep Creek Railway Bridge, Chowey

### Place Details

Place ID	600031
Place Name	Deep Creek Railway Bridge, Chowey
Alternative Name	
Place Classification	Built
Place Category	Transport - Rail
Place Type	Bridge - railway/Viaduct
Place Components	Abutments - railway bridge

### Location

Property Name	
Address	Mungar - Monto Line
Town / Suburb	CHOWEY
Post Code	4621
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1900s (fabric)

#### Criterion A

This concrete arch bridge has the third longest span of its type in Queensland and was the third bridge of its type to be constructed in Australia. The bridge frames the rocky valley of the creek and its innovative design was associated with the Chief Engineer, William Pagan.

#### Criterion B

This concrete arch bridge has the third longest span of its type in Queensland and was the third bridge of its type to be constructed in Australia.

#### Criterion F

The bridge frames the rocky valley of the creek and its innovative design was associated with the Chief Engineer, William Pagan.

#### Criterion H

The bridge frames the rocky valley of the creek and its innovative design was associated with the Chief Engineer, William Pagan.

### History

#### History

The Mungar - Gayndah Branch was built only as far as Degilbo before the financial depression of the early 1890s halted the rail construction program. Construction resumed in 1905 under the Railway Department's day labour program. William Pagan was Chief Engineer at the time. Construction began on the Degilbo to Wetheron extension in February 1905. William Pagan inspected the extent of the construction and preparatory work on the Deep Creek bridge in March 1905. The bridge was completed and the line opened by 21 December 1905. Pagan described the bridge in his annual report for that year as "a concrete bridge of somewhat novel design". The bridge represented a substantial development in concrete arch bridge design. It followed the 33 foot spans used in Swansons Bridge on the Main Line near Toowoomba and the 47

foot span at Petrie Terrace road overbridge. It was followed by two substantial concrete arch bridges on the Main Line near Lockyer.

Description  
Designer Name Pagan, William  
Style  
Period Early 20th century II (1900 - 1914)  
Builder Name Day labour  
Construction Period 1905 - 1905  
Constuction Method Arch  
Fabric (Exterior Structure) Concrete  
Fabric (Roof)  
Roof Form

Description  
Deep Creek bridge is a concrete viaduct with an 80 foot (24.4m) concrete arch flanked by two smaller 15 foot (4.6m) arches, with the track run on sleepers and ballast in a trough. It has the date of construction, 1905, cast into the sides. - Embankment. - 1x15 foot (4.6m) concrete arch, ballasted top, concrete abutment, common concrete abutment. - 1x80 foot (24.4m) concrete arch with 4x15 foot (4.6m) spandrel arches, ballasted top, common concrete abutments. - 1x15 foot (4.6m) concrete arch, ballasted top, concrete abutments, common concrete abutment.

## Eidsvold Homestead

### Place Details

Place ID	600489
Place Name	Eidsvold Homestead
Alternative Name	
Place Classification	Landscape Built
Place Category	Pastoralism
Place Type	Homestead Tank stand Store/s / Storeroom / Storehouse Residential accommodation - main house
Place Components	Garden/Grounds Tennis court Driveway Hut/Shack

### Location

Property Name	
Address	Eidsvold Road
Town / Suburb	EIDSVOLD
Post Code	4627
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance	1850s (historical) 1850s (slab hut fabric) 1880s-1920s (second house fabric) 1967 (1967 house fab
Criterion A	Eidsvold Homestead, established in 1850 by the Archer family, is significant in demonstrating the evolution or pattern of Queensland's history. It is one of the earliest homesteads in Queensland and one of the first homesteads in the Burnett region. It is important in illustrating the pattern and nature of pastoral settlement in this district. The homestead complex is important in demonstrating the principal characteristics of a particular class of cultural places: it contains examples of housing from three stages of station development. The agglomeration of many built structures of disparate architectural styles and from different eras is typical of the way in which homesteads evolved. The original slab hut which may date to 1850, is a particularly good example of the earliest type of station housing. A 'second' home, forming part of a complex of several buildings commenced in the late nineteenth century, is an example of the housing type that prevailed, at the time, on more established properties in Western Queensland. It has a central core of rooms that opens to wide verandas via French doors. Vine covered trellises extend the veranda roof to provide added shade and coolness. A detached building was erected along
Criterion D	

this building's eastern veranda between the first and second world wars. It is built in the popular Queensland Bungalow style of the 1920s and 1930s. Finally, the architect-designed 1967 homestead is a product of the more prosperous later years of the station. It is a good example of the work of prominent Queensland born architect, Guildford Bell.

Criterion E

The homestead complex has aesthetic importance as a picturesque and rustic place set in a rural environment.

Criterion F

(Criterion under review)

Criterion H

The place has special association with the lives of influential and significant people from the history of Queensland. The slab hut is important as a homestead which may well have been built by the Archers, a well-known family of early Queensland pastoralist explorers. The later buildings have links with other significant figures. Francis Ivory, who resided on the property in the late 19th century home, was a member of the Queensland Legislative Council in the late nineteenth century. The property is also significant as the station on which the well-known and successful Santa-Gertrudis breed of cattle was first introduced to Australia in 1955.

History

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History

The slab hut is important as a homestead which may well have been built by the Archers, a well-known family of early Queensland pastoralist explorers. The later buildings have links with other significant figures. Francis Ivory, who resided on the property in the late 19th century home, was a member of the Queensland Legislative Council in the late nineteenth century. The property is also significant as the station on which the well-known and successful Santa-Gertrudis breed of cattle was first introduced to Australia in 1955.

Description  
Designer Name

Style

Period

Early free settlement (1842 - 1859)

Builder Name

Construction Period

1850 - 1967

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

Eidsvold Homestead today is a complex of buildings set in established gardens. The 1848 slab house is located at the western end of the homestead yard; the complex of buildings which form the second house are situated in the centre; and the 1967 house is at the eastern end. The property is situated on the Burnett River and is approached from the town of Eidsvold via a bridge across this river. The entrance drive sweeps in from the southwest, veering east along the southern perimeter of the main homestead yard and north to the outbuildings. Slab house The 1850s slab house, probably built by the Archer brothers, is the earliest house within the homestead yard. It is located adjacent to the south-western end of an early tennis court, which is surfaced with ant bed and enclosed by a high chain-wire fence. The slab building is in an excellent state of repair. It is rectangular in plan with a central core of rooms enclosed by vertical timber slab walls and surrounded by a wide verandah, which is enclosed along all but the south-eastern corner. The central core has a steeply pitched gabled roof while the surrounding verandah has a shallower pitched skillion roof. The house has a corrugated galvanised iron roof but was previously clad with shingles. These are visible on the underside of the roof. At the western end of the house a tank and a small structure which could be a kitchen or wash-house are located outside the verandah edge. The house and verandah have a wooden floor. Internally the house is furnished in the manner of a residence in the latter half of the 19th century. It functions primarily as a house museum. The second homestead The second homestead comprises a complex of five buildings, which are located to the west/south-west of the 1967 dwelling. Three of these structures are connected with stairs or covered ways. The buildings exhibit a variety of size, scale and architectural styles,

reflecting the development of the complex over a number of years. The core of this complex is a c1880s/1890s house with a steeply pitched hipped roof and stepped surrounding verandahs. The building is rectangular in plan, with its long axis running north-east to south-west. A central core of rooms is roofed with galvanised corrugated iron. The wide verandahs surrounding this central core are separately roofed at a lower pitch. A number of french doors open onto these verandahs. The house is elevated on stumps approximately 1500mm to 1800mm above ground level. It is open underneath and access is provided via a staircase on the southern corner. Verandah railings are limited to a timber rail at around 900mm above the floor level with an infilling of mesh over which a creeper has grown. The house is extensively clothed in a range of creepers climbing over trellises from ground level, particularly on the south-western and north-eastern corners. Also on the south-western corner a vine covered trellis extends from the verandah head beam. This extension of the width of the verandah roof with vine covered trellises was typical of house construction in the latter years of the nineteenth century as residents strove to shade and cool their living areas. Attached to this house along its eastern verandah is a substantial extension elevated a similar height above the ground which appears from its architectural detail to have been built between the first and second world wars. The conjoining of these structures of two distinctly different architectural styles typifies the continuing pragmatic realities of life in the relatively isolated communities of western Queensland's grazing lands. This addition is built in the interwar 'Queensland Bungalow' style. Rectangular in plan also, its ridge line runs at right angles to that of the late 19th century house. Again the roof shape is hipped but not at so steep a pitch. An open front verandah runs along the south-western elevation terminated by an enclosed room which runs the full width of the south-eastern elevation. A similar verandah runs along the north-western elevation but this verandah is enclosed with mesh fixed to a timber frame. Both verandahs have separate skillion roofs of galvanised corrugated iron along the full length of the long axis of this extension. A bay window extension fully fenestrated with casement windows is located centrally in the south-eastern elevation. Further sets of casement windows are set one on each side of this bay extension and are shaded by separate sunhoods. The external cladding to this house is chamfer boards. The stumps under are now concrete with decorative scalloped batted sections infilling between the perimeter stumps. Typical of this style of house, gardens are set around the perimeter of the house under the edge of the floor and are partially shaded from the worst of the heat of the sun by the decorative battening between the posts. The vines on the trellises of the colonial house merge with a dense cover of creeper along the north-eastern elevation of the extension. An elevated tank stand is positioned at the southern corner of this house, again with a garden underneath it. The other buildings in this complex are low-set single gable buildings clad with



weatherboard and roofed with corrugated galvanised iron sheeting. The larger of these buildings also have extended verandah skillions as part of their roof forms. The first of these buildings, now used as an office, sits to the front of the elevated complex and towards the western corner. It is rectangular in shape and has a moderately pitched open-ended gable roof with the ridge line along a south-east to north-west axis. A lower section of roof is located on the eastern end of the building. A veranda at ground level is located at the opposite corner. It has a substantial flagstone path leading from it. It is not physically connected to the rest of the building complex. To the rear (north-west) of the 19th century house are a further two smaller structures, both aligned south-east to north-west. Both are clad in weatherboards and are gable roofed. A verandah at the southern corner of the larger structure is connected via a covered walkway and stair to the colonial house. There is another small verandah on the opposite (northern) corner of this building. A small simple building, now used as a laundry, is located close to this corner but is detached from the group. The buildings are nestled within a canopy of mature shady trees with extensive shrub and ground cover under-planting. An old bottle tree, *Brachychiton rupestre*, grows among this vegetation. The 1967 residence The 1967 residence is the most easterly of the structures in the complex. It is set behind a semicircular pathway which defines the edge of its front garden. The house is a low set construction, rectangular in plan, raised three steps above ground level and clad with vertical timber planking with a natural finish. This is reminiscent in character of the first slab hut on the property. Ventilation is achieved using floor to ceiling door and window openings, some louvred. The roof is low pitched in a simple open gable form with the ridge running along the length of the rectangular plan. The semicircular pathway in front of the house edges a well maintained lawn area in which is located a raised concrete edged pond. The surface of the pond is covered with a variety of water plants and large ornamental rocks are arranged within the pond. Ancillary structures To the west of the main homestead complex there is a line of trees which screens the view to the working structures of the station property from the residential area. These working buildings include a number of older buildings such as stables and yards fenced with slip rail fencing. These are not included within the heritage register boundary. Behind this complex again a line of established shady trees encloses the western boundary of this space. Beyond this are a number of more modern structures, including men's quarters and sheds.

Keywords

Keywords

Images and Maps

Images



## Court House, Gayndah

### Place Details

Place ID	601294
Place Name	Court House, Gayndah
Alternative Name	
Place Classification	Landscape Built
Place Category	Law/Order, Immigration, Customs, Quarantine
Place Type	Courthouse - magistrates/court of petty sessions Court house
Place Components	Trees/Plantings Office/s

### Location

Property Name	
Address	20 Capper Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance	1920s (historical) 1928-1940s (fabric) 1928 ongoing (social) Erected in 1928, to replace a court house dating probably from the 1850s, the Gayndah Court House survives as an important illustration of the pattern of Gayndah's development as an official and commercial centre for the Burnett district of Queensland. The prominent central location of the court house in Gayndah, also demonstrates the importance of the court house and its associated offices within the town.
Criterion A	Gayndah Court House is a good example of a timber court house in a provincial centre. It reflects the high standard of Government buildings in Queensland, designed by the Department of Public Works during the early-mid 20th century.
Criterion D	Through form, scale and materials, the Gayndah Court House contributes to the Capper Street streetscape and Gayndah townscape.
Criterion E	The prominent central location of the court house in Gayndah, also demonstrates the importance of the court house and its associated offices within the town.
Criterion G	

### History

History	Located in the business centre of Gayndah, the Court House was erected in 1928, and replaced an earlier brick court house building located approximately half a mile from the present court house. The court house was designed in the office of the Department of Public Works; AB Leven was Government Architect at the time.
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Gazetted in 1849, the town of Gayndah initially developed as the centre for a number of large sheep stations taken up in the Burnett region during the 1840s. Gayndah's early growth as a pastoral "capital" is largely attributed to the determination of the squatters, and for a short time, the town reputedly rivalled Brisbane as the capital for Queensland. Gayndah also developed as the administrative centre for the area, as a school [600516] was established in 1861, and post office and court house were erected. A branch of the Commercial Banking Company of Sydney was opened in 1864, and a local government authority was established in 1867. By the late nineteenth century, cattle had replaced sheep as the dominant pastoral activity. Citrus orchards also flourished, and together with cattle and dairy farming, provided the basis for the development of Gayndah from the turn of the century. The earliest official building records for the former court house refer to the addition of a verandah in 1861. The former court house, erected probably during the 1850s, and police buildings were located on a site adjoining the former hospital grounds east of the town centre. By the mid 1910s, the court house facilities were insufficient, and inconveniently situated away from the central business area., and the erection of a new building was proposed. Although an allotment fronting Capper Street, in the centre of town, was reserved by the Government in 1922 as a suitable site for a court house, and preliminary plans were drawn the following year, it was not until 1927 that the final plans for the new building were prepared. The new building was occupied early in 1929, and provided accommodation for Court business, the Police Magistrates, the Land Commissioner and Land Rangers, the Clerk of Petty Sessions and public offices, the Dairy Inspector, the Agricultural Bank and storeroom facilities. The plan of the building with the offices located at the front, closest to the street, and the court room at the rear, is a variation of the more usual arrangement found in timber court houses, where the court room is at the front and the offices are at the rear of the building. A laboratory was added to the northern end of the office (front) section of the building in 1944, for the newly appointed Research Officer from the Department of Agriculture and Stock. Buildings at the rear of the court house included an Agriculture and Stock storage shed, a Citrus Budwood shed (as part of the Citrus Budwood and Seed Distribution Scheme), a Garage and Earth Closets. Despite proposals during the mid 1960s, to remove the court house to a site in Pineapple Street adjacent to the police station (erected in 1935), in order to construct a swimming pool on the court house site, the court house remains in its central location.

Description  
Designer Name  
Style  
Period

Department of Public Works  
Classical  
Interwar period (1920s - 1930s)

Builder Name	
Construction Period	1928 - 1944
Constuction Method	Frame - timber
Fabric (Exterior Structure)	Timber
Fabric (Roof)	Metal sheeting - corrugated iron
Roof Form	Gabled and Hipped
Description	<p>Situated in Capper Street, the main street of Gayndah, the Court House is a single-storeyed timber building with a hipped corrugated-iron roof and two projecting gables. A verandah runs along the front of the building between the gables. The gables have bell-cast timber-boarded sun hoods over the windows. The large central ventilator on the roof is the dominant decorative element of the building. The exterior of the court house is reasonably intact, except for metal louvres enclosing the verandahs. The Court House is set back from the footpath, and punctuates the streetscape which is composed of shops with verandahs supported on posts over the footpath. Gayndah Court House is a typical example of the work of the Public Works Department and is a continuation of the tradition of timber court houses in Queensland country towns, adapting to civic function vernacular elements and materials common to domestic buildings. The building has a T-shaped plan, with offices along the front and the court room at the rear. The grounds of the court house contain a number of bottle-trees, <i>Brachychiton</i> spp. Other important buildings in the town precinct include the two timber banks, the two hotels and the Shire Offices.</p>

Keywords  
Keywords

Images and Maps

Images



## Gayndah Racecourse

### Place Details

Place ID	602514
Place Name	Gayndah Racecourse
Alternative Name	Gayndah Race Track
Place Classification	Built
Place Category	Recreation and Entertainment
Place Type	Racecourse
Place Components	Track - horse racing

### Location

Property Name	
Address	Fisher Avenue
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1855c (fabric), 1868 (Historical), 1855-ongoing (social)

As a horseracing track, established in the 1850s during the first phase of free European settlement in Queensland, the Gayndah Racecourse is evidence for the importance and early development of the sport. Horse races were amongst the first organised sporting events in Australia and served as both a recreation and for the furtherance of horse breeding. This was important in an era when horses were used for transport, industry and warfare as well as for recreation. The first Derby held in Queensland was held on this track in 1868. The establishment of a racecourse is part of the pattern of Gayndah's development as an early town, established in 1849 as a centre for the Burnett District.

#### Criterion A

#### Criterion B

#### Criterion G

### History

#### History

The Gayndah Racecourse is uncommon as a mid nineteenth century horse racing track in Queensland and may have been in longer continuous regular use as a race track than any other in Queensland.

The Gayndah Racecourse is important for its social value to Jockey Club members, trainers, owners and jockeys and with generations of racegoers from all walks of life, both in the surrounding area and from further afield.

The Gayndah Racecourse was established in the mid 1850s to replace a track established nearby in 1852. Queensland's first Derby race was held there in 1868 and the course is still in regular use for horse racing. Europeans in search of grazing land for sheep first explored the Burnett in the early 1840s and the town of Gayndah was founded in 1849 to serve pastoral stations in the

district. The site of the town was chosen and named by Maurice O'Connell, then Land Commissioner for the area. Gayndah developed as an administrative centre, having a courthouse and police station in the 1850s, soon followed a school, post office and bank. It was at one time considered to be a contender for the capital of Queensland when Separation from New South Wales was contemplated. By the late 19th century, cattle had replaced sheep on the surrounding pastoral properties and citrus orchards had been successfully established. From the turn of the century, dairying also played a part in the providing an economic basis for the development of the area. In 1852, the year that Gayndah was officially gazetted as a town, a public meeting was held at the Burnett Arms in Gayndah to organise the setting up of a track for horse racing. £100 was collected and a suitable area at the edge of town selected. The winning post was set up midway between two hotels, the Burnett Arms and the Corinth Arms, which were about two and a half miles apart. The first race was held on 30 June 1852. It was a three-day event with racing on the first and third days for prizes in excess of £100. This track was used for a few years before the current and more level site nearby replaced it, probably in 1855 or 1856. A meeting was held at the Royal Hotel, Gayndah in July 1858 to mount a petition to Sir William Denison, Governor General of New South Wales (of which Gayndah was still then a part), to grant the Crown Land on which the track was situated for use as a racecourse on the grounds that the town had not been granted a recreation reserve and there was no other course closer than Ipswich, 230 miles away. There were 65 signatories to the petition, but it did not have an easy passage. As the land on which the track was located was in an area intended to serve as future suburban allotments, the government was at first inclined to refuse the request and on 6 May 1859 asked for guidance from the Surveyor General's office. A report of 25 August 1859 recommended that as town development was in fact taking place away from this area, a reserve of between 100 and 120 acres should be granted for a racecourse. The request was approved on 11 June 1859, but Queensland was separated from New South Wales on 10 December 1859 as a self-governing colony. The racecourse reserve, of 180 acres, was surveyed in March 1862 and the land grant signed by Sir George Bowen, Queensland's first Governor, on 26 March 1863 at a quit rent of one farthing 'as a racecourse and for no other purpose'. Trustees were Berkely Basil Moreton, Alpin Grant Cameron, Robert Wilkin Smith, Gilbert William Elliott and Francis Glynn Connolly. Horses had arrived in Australia with the First Fleet in 1788 and the first organised horse race was run at Hyde Park in 1810. In 1842 the first racing club, the Australian Jockey Club, was formed. In Queensland, horse racing was one of the earliest organised sports following the opening of the Moreton Bay District for free settlement. The first race meeting was held at Coopers Plains on 17 July 1843 and there was a racecourse at New Farm in Brisbane by May 1846. In 1848 the

towns of Warwick, Ipswich and Drayton organised race meetings. Government authorities took racing seriously as more than a sport as horses were then the main means of transport for economic, military and recreational purposes and racing was thought to help improve breeding. In 1861, the Gayndah Race Club decided to change its name to the Queensland Jockey Club; at the time, racing at Brisbane was under the auspices of the Brisbane Race Club and at Ipswich as the North Australia Race Club. Eagle Farm Racecourse opened in Brisbane in 1863, replacing the 1846 New Farm track, and the Queensland Turf Club was formed. The Gayndah racecourse by this time had booths for hire where publicans and confectioners supplied refreshments. Gayndah hosted the first Derby held in Queensland. This is a classic race for three-year-olds run over one and a half miles and was first held in 1780 at Epsom in England, being named for the 12th Earl of Derby. In Australia the first Derby was run in 1861 at Randwick in Sydney and in 1868 one was held at Gayndah. Bookmakers came up from Melbourne for the event, which was won by a horse named Hermit. The Derby was held at Gayndah for two more years until falling into abeyance and being revived in 1872 in Brisbane. The race meetings were gala events attended by people from the surrounding district and from as far afield as Port Curtis, Ipswich and Nanango. Horses came from as far away as Sydney to compete and Gayndah considered itself the racing centre of Queensland, even after the Derby had moved to Brisbane. A Brisbane Cup was held in 1866 and a Gayndah Cup in 1867 quickly followed by Cup events at Gympie, Maryborough, Rockhampton, Townsville, Charters Towers, Toowoomba, Warwick and Dalby. In spite of the early establishment of the Queensland Turf Club and the development of horse racing in regional centres during the 1860s and 1870s, it did not become popular in Queensland on a large scale until the 1880s, when there was a boom in racing and many new clubs were formed and race meetings held. A new code of rules was adopted in 1885 based on those of the English Jockey Club and a system of registration of all clubs under the Queensland Turf Club rules was instituted. The Queensland Racing Calendar was first published in 1886 and in 1890 all clubs agreed to empower the Queensland Turf Club to allot dates for meetings to prevent clashes. In 1914 the racecourse land was gazetted as a reserve under Trustees led by the Mayor of Gayndah and on 29 October 1937 a special meeting was held by the Council to formulate by-laws. These were gazetted on 3 March 1938 under the provisions of the Local Government Land Act 1936. The Gayndah Shire Council are still trustees for the racecourse. New service buildings were constructed at the racecourse in the 1980s. The track itself has been in use as a racecourse since its inception and the Gayndah Jockey Club still hosts regular racing meetings there.

Description



Designer Name  
Style  
Period Mid-19th century (1840s - 1860s)  
Builder Name  
Construction Period 1855c - 1855c  
Constuction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

The Gayndah Racecourse occupies a large level area on the southeast side of the town. It is bounded on three sides by roads and a large block of open land adjoins it to the south. Two gates access the racecourse grounds. One comprises timber posts supporting a tubular metal structure framing the letters G.J.C. for Gayndah Jockey Club, the other is a timber gate constructed to commemorate the Centenary of Federation and also the founding in Gayndah of Queensland's first Jockey Club in 1861 and the first Queensland Derby in 1868. The track itself occupies most of the space and is enclosed on either side by a fence of metal posts with a white painted top rail. It is grassed and roughly oval in shape, being 17097 metres in circumference with a training track on the inside. Crops are currently grown in the centre of the course. A mechanical starting stall is used to start each race and the straight with the winning post is set at the northwest corner of the track overlooked by a metal tower. Bougainvilleas are planted along the edge of the track in this area and to the north of the tower is a set of parallel rails coloured red, yellow and blue for the winning horses. To the rear of the paddock area and extending southwest are two parallel sets of modern buildings. The facilities closest to the track include a clubhouse and betting ring, bars, a ladies' room and a tearoom and kitchen. A second set of buildings to the northwest comprises jockeys' rooms, offices and the Totalisator office with a toilet block at the northern end. There are also 60 day stalls for horses and a swabbing stall with a washing down bay at the end of the stalls. The saddling enclosure is between the jockeys' room and the track. All these buildings currently serving the course were constructed towards the end of the 20th century and have no heritage significance.

Keywords  
Keywords

Images and Maps

Images



## Mellors Drapery and Haberdashery

### Place Details

Place ID	601470
Place Name	Mellors Drapery and Haberdashery
Alternative Name	Overells
Place Classification	Built
Place Category	
Place Type	Shop/s / Store/s Shed/s
Place Components	Furniture/Fittings Toilet block/Earth closet/Water closet

### Location

Property Name	
Address	28 Capper Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance	1920s (fabric) 1922-ongoing (historical use)
Criterion A	Mellors Drapery and Haberdashery, erected by 1922, is situated on land which has been the site of a store in Gayndah from the late 19th century, and as such, demonstrates the development of the town as a commercial centre for the Burnett district. The intact interior space complete with many fittings such as shelves, display cabinets and counters housing a traditional range of merchandise organised into departments is a rare survivor of the pressures of commerce. In particular the flying fox cash dispenser provides rare evidence of money handling technology of the early 20th century.
Criterion B	Mellors, an excellent and comprehensive example of a medium sized provincial store, is outstanding in its preservation of not only the physical fabric - the mass concrete construction, characteristic shop front, elegant interior and skylight; but also of the social fabric - a relatively unchanged style of management and service.
Criterion D	(Criterion under review)
Criterion E	Built in the early 1920s as a country branch of Overells Pty Ltd, the store has an association with Overells, previously one of the major department stores in Queensland. Mellors continues its association with the Mellor family, who have been connected with retailing in central Queensland from 1886.
Criterion H	
History	
History	This single-storeyed building was completed by 1922 for Overells Pty Ltd, and replaced a previous building which had been destroyed

by fire in May 1921. Gazetted in 1849, the town of Gayndah initially developed as the centre for a number of large sheep stations taken up in the Burnett region during the 1840s. Gayndah's early growth as a pastoral "capital" is largely attributed to the determination of the squatters, and for a short time, the town reputedly rivalled Brisbane as the capital for Queensland. Gayndah also developed as the administrative centre for the area, as a school [600516] was established in 1861, and post office and court house were erected. A branch of the Commercial Banking Company of Sydney was opened in 1864, and a local government authority was established in 1867. By the late nineteenth century, cattle had replaced sheep as the dominant pastoral activity. Citrus orchards also flourished, and together with cattle and dairy farming, provided the basis for the development of Gayndah from the turn of the century. The land on which the shop stands was acquired by Andrew Brown of Gayndah in 1858, then by Francis Brown in 1864. The titles documents describe Francis Brown as a storekeeper of Gayndah, and include mention of houses and buildings, possibly referring to a shop on this site. Following Francis' death in 1910, the land was acquired by Martin Conrad Stephenson of Gayndah in 1911. Stephenson is listed in directories as a Store Manager. The land was acquired by William Henry Williams, a Maryborough merchant in 1911. It is likely that Overells leased the shop from Williams at around this time, as they are recorded as having a premises in Gayndah from c1912. Photographic evidence indicates that the building was divided into two; one half occupied by Overells and the other half by Ford's Cash Store. Between May and July 1921, three separate fires in the main street of Gayndah destroyed a total of nine shops, including the Overells and Fords building. Overells suffered a loss of approximately £3000. Shortly after the fire, Overells purchased the site of the former shop, and had commenced rebuilding their shop by August 1921, when it was noted that the new premises "will be an imposing structure when completed." Overells established in Brisbane in the early 1880s, when WJ Overell moved to Brisbane from Tasmania. Overell opened a store in Fortitude Valley in 1883, and a store in Queen Street in 1891. The floods of 1893 destroyed the entire stock in the Queen Street store. The store in Fortitude Valley was removed to the corner of Brunswick and Wickham Streets c1901, and was completely destroyed by fire in 1904. The store was rebuilt the following year. By 1910, Overells had established a number of country branches, which included Charleville, Laidley and Pittsworth. Overells new Gayndah premises was completed in early 1922. The recollection of a former employee of Overells, describes the re-opening of the shop as a gala day for old Gayndah. Ownership of the site was transferred to Rothberg & Co Pty Ltd in 1937, then Ronald and Edna Beaton in 1943. Ronald Beaton is listed in directories as a Gayndah storekeeper. In 1954, Cedric Mellor, of the firm Reddan and Mellor, took out a ten year lease on the shop. Reddan and Mellor, General Drapers and Boot and Shoe

Warehousemen, had been established in 1886 at Bundaberg, by Michael Reddan and William Mellor (Cedric's father). Although Cedric Mellor moved to Gayndah in 1954, Reddan and Mellor of Bundaberg continued to trade under both names, finally closing in 1985. Mellors Pty Ltd purchased the Gayndah shop in 1963, and John Mellor, grandson of William Mellor, has been Managing Director of the business since 1973. The rear of the building was extended during the 1960s.

Description  
Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1922 - 1960s

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

Prominently located on the main street in Gayndah, Mellors Drapery is a single storeyed rectangular structure of concrete and timber with a corrugated iron roof. The street facade, which faces approximately north northeast, is symmetrically arranged. It consists of a skillion roofed footpath awning supported by five timber posts, a glazed shopfront below the awning and a decorative parapet wall above. A flat ceiling lines the underside of the awning. The decorative parapet, shaped to conceal the roof behind, consists of two peripheral bays and a central bay. The junctions between each of these bays is marked by an implied pilaster which protrudes above the remainder of the parapet. The lower peripheral bays slope up to a raised central bay; a rectangular panel which carries the name of the store. Mouldings are used to emphasise the composition. With the exception of the shopfront the external walls of the building are massive reinforced concrete, cast insitu. The timber framed roof which terminates as a gable behind the parapet wall is hipped at the southerly end. A hipped roofed lantern is located on the ridge of the roof. The shop front is comprised of three large display windows separated by two recessed entries. A strip of obscure fixed glass above the display windows lets light into the interior of the store. Each entry is fitted with a set of double timber doors and opens directly onto the interior of the shop. The interior, a single large space, is divided along its central axis by a row of large timber posts supporting a timber beam which run from the front to the rear of the store. Male oriented departments are located to the east and female to the west of the axis. High level windows run along the upper part of the side wall which faces east southeast; the opposite wall has no window openings. Connecting the service areas on the easterly and westerly sides of the store with an elevated cash desk is a suspended wire system. The cash desk is located on the central

axis near the rear of the store. An ornate metal and timber flying fox transports change between the service areas and the cash desk via this system of taut wires. The entire space has a flat panelled fibrous cement ceiling with timber cover strips. Some panels feature lattice vents and pressed metal ceiling roses. A large skylight positioned on the axis between two posts illuminates the centre of the space. The sides of the skylight, lined similarly to the ceiling, slope inwards towards the top and terminate in the windows of the roof lantern. The timber framed pine floor is covered in carpet squares. The store retains many original timber shop fittings, including shelving units, timber counters and display cabinets. A skillion roofed extension, timber framed and clad in fibrous cement, has been built onto the back of the store near the south west corner. A set of timber double doors, centrally located in the rear wall behind the cash desk, open onto an external flight of concrete steps leading to the back yard. Structures in this area include a timber and fibro shed with shallow pitched skillion roof and a small brick toilet block. Access to the yard is via an easement leading to Pineapple Street.

Keywords  
Keywords

Images and Maps

Images



## Brick Cottage

### Place Details

Place ID	602185
Place Name	Brick Cottage
Alternative Name	Gayndah Museum
Place Classification	Built
Place Category	Residential
Place Type	Cottage
Place Components	Residential accommodation - main house

### Location

Property Name	
Address	8 Simon Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1860s (fabric, historical) 1900 (fabric)

#### Criterion A

The Brick Cottage Gayndah was erected in the town of Gayndah in 1864. It holds a special association for the community of Gayndah as the only surviving residence from the town's settlement period. The Brick Cottage demonstrates the pattern of development of some of Queensland's more remote towns.

#### Criterion B

Built in the very early stages of the town's development, the cottage is a good example of a mid 19th century workers dwelling and constructed of the now rare use of locally produced hand made bricks.

#### Criterion D

Built in the very early stages of the town's development, the cottage is a good example of a mid 19th century workers dwelling and constructed of the now rare use of locally produced hand made bricks.

### History

#### History

The Brick Cottage Gayndah was built in 1864 by Mr Henry Fenwick for a Mr Alexander Walker, early resident and licensee of the Gayndah Hotel. The Cottage is located in the centre of town and is the oldest surviving brick residence in Gayndah. Gayndah was first settled as a town in 1849, shortly after squatters selected land in the Central Burnett. The site of what was to become the Gayndah Township was selected and named in 1849 by Maurice Charles O'Connell, Land Commissioner for the Burnett. In 1850 the name of Gayndah was recognised when the Post Office and Courthouse were gazetted, but it wasn't until 1852 that Gayndah was gazetted as a town. Once the road to the Port of Maryborough was surveyed and cleared in circa 1850 an influx of

settlers followed and over the next ten years Gayndah's sheep, cattle, dairy and agricultural industries began to flourish. Early freehold land sales were held in Gayndah in 1854. Joseph Hadley was one of the first people to buy land in the town and purchased the land that the brick cottage now resides on in 1854 for £3/12/-. In 1864, Alexander Walker purchased the land from Mr Hadley and employed local builder, Henry Fenwick, to build a brick cottage, where it is believed he resided for the next six years. Alexander Walker was an early resident of Gayndah. He was the licensee of the Gayndah Hotel and owner of the property, Mt Cyrus, located just outside Gayndah. He was also foster father to the Barnard boys, who he had taken into his care when their father died in 1858. In 1870 William Barnard took over ownership of the brick cottage on Simon Street. William Barnard, a local blacksmith, and his wife Elizabeth McDonald, remained as residents of the cottage until the death of their daughter, Ellen, in 1958. The cottage then passed through a number of hands until the Gayndah Shire Council purchased the cottage in 1969 in order to save it from demolition. The allotment the Brick Cottage resides on once ran from Capper Street through to Burnett Terrace and had several other buildings on the lot including a Blacksmith. Constructed of locally manufactured brick laid in the Flemish bond, the Georgian style cottage originally consisted of 3 rooms with a central fireplace. In circa 1900, an open verandah with a small room to one side that served as a semi-detached kitchen was added to the back of the cottage. The presence of two front doors also indicates that the cottage may have been built for use as a residence and shop but there is no evidence to support to suggest that any of the owners used it for this purpose. During the Barnard's occupation the interior of the original cottage remained relatively unchanged. When the Barnard's sold the property in 1958 it passed through a number of hands and underwent some alterations. The back verandah was enclosed sometime during the late 1950s and the original timber flooring was removed, leaving the main bedroom with a rough concrete floor and the living area with a dirt floor. The mantels over the central fireplace were also removed at some point and the wall separating the two bedrooms demolished, effectively changing the cottage from 3 rooms to 2. A number of conservation works have taken place since the Gayndah Shire Council purchased the Brick Cottage in 1969. In 1988 the original shingled roof was removed and replaced with a corrugated iron hip roof. At this time, work was also carried out on the ceiling, which needed to be repaired again in 1994, as it was beginning to sag due to incorrect installation of the roof timbers. The dirt floor in the main room was laid with concrete to match the exposed floor in the bedrooms, the front doors of the cottage were replaced and the interior walls replastered. The mantels over the central fireplace were also replaced, on one side with what is believed to be a replica of the original and the other with the mantel from the fireplace at Ban Ban homestead. The Brick Cottage now operates

as a Museum under the direction of the Gayndah Historical Society. Once the only building on the lot, the cottage is now bordered on both sides by other buildings from the town of Gayndah to form part of an historical village. It houses a collection of memorabilia, which covers many aspects of early life in and around Gayndah.

Description

Designer Name

Style

Period

Builder Name

Construction Period

Construction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Georgian

Separation and consolidation (1860s)

Henry Fenwick

1864 - 1900

Load-bearing brick

Brick - hand made

Metal sheeting - corrugated iron

Hipped

The Brick Cottage Gayndah is located on the southern end of Simon Street, Gayndah, between Capper Street and Burnett Terrace. The cottage is a simple, symmetrical single storey building constructed of locally manufactured bricks laid in Flemish bond with a corrugated iron roof. A timber framed addition is attached at the rear and has corrugated iron skillion roof. The masonry portion of the house displays a Georgian influence through its simple rectangular form and symmetrical façade which has two large six-pane sash windows and two front doors to Simon Street. A rear door provides access to the enclosed verandah and lean to on the western elevation and there are two sash windows on the southern elevation and one on the northern elevation. The eaves are not lined and the rafters have a curved end profile. Internally the main cottage has a recent concrete slab floor, rendered walls and ceilings lined with beaded tongue and groove boards. The cottage is divided into two by a load bearing masonry wall that houses two fireplaces - one to each side. The northern portion of the cottage was once two rooms and evidence survives of the location of the dividing wall. To the rear of the cottage is an enclosed verandah and semi-detached lean-to. The enclosed verandah has been extended and divided into two rooms. Both rooms are clad with weatherboards and some sections lined with fibro sheeting. The semi-detached lean-to is constructed of wooden battens with a corrugated iron roof.

Description

Keywords

Keywords

Images and Maps

Images







## Gayndah Shire Hall

### Place Details

Place ID	602124
Place Name	Gayndah Shire Hall Gayndah and District Soldiers Memorial Hall and Council Chambers
Alternative Name	Gayndah Soldiers' Memorial Hall Gayndah Town Hall
Place Classification	Built
Place Category	Government Administration
Place Type	Town/City/Shire/Divisional Board Hall Supper room Council chamber/meeting room Views to
Place Components	Office/s Theatre - picture theatre/cinema Hall Furniture/Fittings

### Location

Property Name	
Address	32-34 Capper Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance	1930s, 1960s, 1990s (historical) 1930s (fabric) 1935-ongoing (social) The Gayndah Shire Hall constructed in 1935 and in continued use since that time demonstrates the development of Gayndah during the 1930s and reflects the optimism of the Shire for the future of the district.
Criterion A	The Gayndah Shire Hall is an important example of a regional Town Hall designed by the Brisbane architectural partnership, Hall and Phillips. The building, which comprises council offices, chambers and theatre is in an intact condition and is still in use for its original purpose. The building has a special association with the community of Gayndah and District and with its designers, Hall and Phillips who designed many fine buildings in south-east Queensland.
Criterion D	The building has aesthetic significance as a well composed building designed to illustrate the progressive nature of the Town Council.
Criterion E	The building has a high level of social significance as a centrally located civic building which has been the focus of the communities' activities since 1935.
Criterion G	
Criterion H	(Criterion under review)

## History

The Gayndah Soldier's Memorial Hall and Council Chambers was constructed in 1935 on the corner of Capper and Pineapple Streets by the Gayndah Town Council. The building was designed by prominent Brisbane architects, Hall and Phillips, and is one of a number of buildings designed by the partnership that demonstrates an Art Deco influence. Gazetted in 1849, the town of Gayndah initially developed as the centre for a number of large sheep stations taken up in the Burnett region during the 1840s. Gayndah's early growth as a pastoral "capital" is largely attributed to the determination of the squatters, and for a short time, the town reputedly rivalled Brisbane as the capital for Queensland. Gayndah also developed as the administrative centre for the area - a school [600516] was established in 1861, and post office and court house were erected. A branch of the Commercial Banking Company of Sydney was opened in 1864, and a local government authority was established in 1867. By the late nineteenth century, cattle had replaced sheep as the dominant pastoral activity. Citrus orchards also flourished, and together with cattle and dairy farming, provided the basis for the development of Gayndah from the turn of the century. The first local authority was convened in 1867 and a Town Council, consisting of a mayor and three aldermen was elected by poll. In 1882 the Rawbelle Shire Divisional Board was established and attended to all business outside the jurisdiction of the Town Council until 1922 when a new board known as the Rawbelle-Gayndah Joint Board was formed and comprised a delegation from Gayndah. 1925 saw the merging of the Town Council with the Joint Board to form the present Local Authority - The Gayndah Shire Council - which consists of a Chairman and six councillors. The site for the proposed Town Hall had been acquired in 1924 possibly through arrears in rates payments. The block (1 rood 14.4 perches) was subdivided in October 1929 and the southern section (25.8 perches) was transferred to the Queensland Country Women's Association. At a meeting of the local progress association on 29th September 1933 it was resolved to proceed with the Town Hall project which was supported by the Gayndah branch of the RSSILA and the Gayndah Chamber of Commerce. To design the council chambers the Town Council engaged the Brisbane architectural firm of Hall and Phillips. Hall and Phillips had formed a partnership in 1929, when Lionel Blythewood Phillips was admitted into partnership with Thomas Ramsay Hall formerly of Hall and Prentice, who designed the City Hall and Ascot Chambers. Hall and Phillips continued in practice until 1948 and their projects included the Shell Building in Ann Street, The Empire Theatre, Toowoomba, the Nambour Town Hall and shire offices at Gatton, Murweh, Boonah, Dalby and Monto. The Council Offices were designed to include the Council Chambers, a general office, a spare office and offices for the Town Clerk, the Health Officer and the Engineer. The Hall included ladies and gentlemen's cloak rooms a ticket office, the hall and stage, dressing rooms and a supper verandah

## History

with kitchen. Separate public toilets with a septic system were constructed at the rear of the hall. The estimate for the cost of the building was £6,000 Application was made to the Treasury for a subsidy of £3,000 and a loan of £3,000. Tenders were called in March 1934 for a new concrete Town Hall at Gayndah. H E McDonnell was the engineer for the project and Tom Cullen, was the foreman The Council Offices were complete by May 1935 with the Hall completed a short time after. The building which was named the Gayndah and District Soldiers Memorial Hall and Council Chambers was officially opened on the 19th July 1935 by the Hon E Hanlon in commemoration of the employment relief loan the Gayndah Town Council had received from the State Government in order to construct the building. Problems associated with the availability of materials and the quality of the day labour sent to work on the project are recorded in the Council minutes and may explain the moderation of the detailing in the building as constructed as compared with the published drawings. The project which cost £7,012 received an additional £500 subsidy and £500 loan from the government and excluded the furnishings and fitting out of the toilets. The building, described as a nice example of modern architecture in the October 12, 1934 edition of the Building journal, added a new type of architecture to the town. The Town Hall Pictures and supper rooms opened on 7th August 1935 and were operated by lessees continually until 1997 when picture shows were discontinued in the hall. Thursday nights were reserved for functions other than pictures and various committees held balls and concerts at the Hall. The balls were well attended until the mid 1960s and with three different picture programs a week, the Town Hall offered a wide cross section of the community an opportunity for entertainment. In 1974 alterations were made to enlarge the supper room and upgrade the kitchen with funds provided by the RED scheme. An office and a kitchenette were added to the rear of the Council Offices at this time. The original lighting, removed in the 1980s and additional lights installed has since been reinstated alongside the new lighting. Other changes include the removal of the gates to the vestibules - these are stored on the site and the construction of a brick toilet block on the corner of Capper and Pineapple Streets.

Description	
Designer Name	Hall & Phillips
Style	
Period	Interwar period (1920s - 1930s)
Builder Name	
Construction Period	1934 - 1935
Construction Method	Unknown
Fabric (Exterior Structure)	Concrete - rendered
Fabric (Roof)	Metal sheeting - corrugated iron
Roof Form	Parapet front - gabled and hipped roof behind
Description	Gayndah Town Hall and Council Chambers is a single storeyed

rendered concrete building with corrugated iron roof situated on the southern corner of Capper and Pineapple Streets, Gayndah. The hall is set back from the Pineapple Street footpath providing for a lawn along its western side. The lawn, located below the footpath level is surrounded by a low concrete retaining wall and iron fence to the south and west and by the later toilet block to the north. The L shaped building has a symmetrically composed façade comprising three bays with a projecting central bay. The entrances to the Council Chambers and Town Hall Theatre are located in the end bays above which a raised signage panel on the parapet clearly denotes these functions. The central bay signage panel bears the name, Gayndah Soldiers' Memorial Hall. The fenestration comprises pairs of three-light casements and fanlight which are separated by pilasters with simple vertical detailing and articulated by raised vertical and horizontal rendered concrete bands. The pilasters finish to the underside of a wide string course that projects forward to form a hood at each entrance and at the centre of the building. The parapet is decorated on its upper edge and on a string course below with a vertical lined pattern which creates a subtle crenellated silhouette. The skillion roof to the Council Chambers has sloping parapets at each end which conceals it to the east and separates it from the gable roof over the hall and skillion roof over the bio box behind the façade. The hall roof is hipped at its southern end and has a ventilated gablet at each end. The hall is entered via stairs to a vestibule with ticket office. The ladies' and men's cloak rooms are located on either side of the vestibule and have cement rendered walls, fibrous cement sheeted ceilings with timber cover battens and timber floors. Inside, the Hall is framed with arched timber trusses between which the curved ceiling is lined with fibrous panels and timber cover strips. Timber lattice ventilation panels are located in the centre of the ceiling between the trusses. The floor is timber framed on concrete stumps and is lined with Crow's Ash. The stage has a simply detailed battened proscenium and dressing rooms open off the eastern side. The supper room and kitchen, which has been altered and extended is also located on the eastern side and has been altered more recently with floor covered and banks of louvres. A structure above the entrance to the hall to access the sound and lighting equipment is a later obtrusive addition. The council offices are entered via stairs to a public space which retains its original counter. The offices are divided by timber and glass partitions and the Council Chambers are lined with timber panelling. The ceilings are lined throughout with fibrous cement sheeting and timber cover battens and the furniture in the Council Chambers dates from the original fit out. The detached public toilets are a cement rendered building with corrugated iron roof and concrete slab floor. These are used as general storage. With the exception of the later additions to the rear of the council offices and the supper room, the Gayndah Town Hall is very intact.

Keywords  
Keywords

Images and Maps

Images



## Rail Bridge (Humphery)

### Place Details

Place ID	600518
Place Name	Rail Bridge (Humphery)
Alternative Name	
Place Classification	Built
Place Category	Transport - Rail
Place Type	Bridge - railway/Viaduct
Place Components	Pier/s (bridge)

### Location

Property Name	
Address	Mungar to Monto line
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1910s (fabric)

#### Criterion A

This bridge, which allowed the railway to cross a deep gully, is on a branch line linking early inland towns with Maryborough and demonstrates the way in which Queensland was developed by linking important inland resources with ports. It demonstrates the skill with which the technology of the era was used to solve the problems of climatic conditions and terrain encountered by railway engineers in this process.

#### Criterion F

This bridge was built to an innovative design with reinforced concrete discontinuous wall-type pinned arches, the second of its type in Australia and only the seventh concrete bridge in Queensland. It was the last of a series of concrete arch bridges built for the Queensland railways between 1900 and 1913 and the third on this line.

#### Criterion H

The bridge is an important example of the work of William Pagan, Chief Engineer for Railways and an important figure in the early history of engineering in Queensland.

### History

#### History

The concrete arch bridge supporting the railway line 2.8 kilometres west of Humphery was constructed in 1913 as the last of several bridges on this line. Maryborough requested a rail link to the long established town of Gayndah in the 1860s, although construction did not begin until the late 1880s. The line opened to Brooweena in July 1889, Boompa in March 1891 and Biggenden in April 1891. Although the rails ended at Degilbo, this section was not opened until 1893 when flood damage to the Mary River Bridge at Antigua cut off the lime supply for the sugar industry at Maryborough and

Bundaberg and a new supply was opened up near Degilbo. The line ended at Degilbo until the extension to Gayndah began with a 32 kilometre extension to Wetheron that opened in December 1905. Gayndah was finally reached in December 1907. In 1910 a further extension was proposed. Construction of the railway between Gayndah and Mundubbera began in April 1911, anticipating by a few months the official turning of the first sod by Paget, Minister for Railways, on 7 July 1911. The line was opened for traffic between Gayndah and Boomerang in November 1913 and to Mundubbera in February 1914. The line was further extended in the 1920s and reached Monto in September 1928. The use of concrete arches for railway bridges is a distinctive feature in Queensland and South Australia. The first concrete bridge in Queensland was constructed at Petrie Terrace in 1897. Between 1900 and 1913, six arch concrete railway bridges were constructed in Queensland approximating with the term in office of William Pagan as Chief Engineer of Railways and it is believed that he was responsible for their design. The first two, at Rangeview, near Toowoomba and at Deep Creek, Chowey, followed the form of a stone arch bridge. That constructed at Steep Rocky Creek, Gayndah in 1906 departs completely from stone forms and has wall type arches supporting vertical diaphragms with a deck slab carrying the track and ballast. This bridge was built to cross a ravine in rugged country and represents a similar design and technical developments to meet similar requirements to that at Humphery, which was completed a few years later.

<p>Description</p> <p>Designer Name</p> <p>Style</p> <p>Period</p> <p>Builder Name</p> <p>Construction Period</p> <p>Constuction Method</p> <p>Fabric (Exterior Structure)</p> <p>Fabric (Roof)</p> <p>Roof Form</p>	<p>Pagan, William</p> <p>Early 20th century II (1900 - 1914)</p> <p>1913 - 1913</p> <p>Arch</p> <p>Concrete</p>
<p>Description</p>	<p>The bridge is a concrete arch bridge carrying the Mungar to Monto railway over a dry gully some 2.8 km south west of Humphrey Station and 14 km west of Gayndah. It has five semicircular arch spans, with solid concrete spandrel walls. Although a simple bridge, it is well detailed with projecting cornices at the bases of the arches, attached pillars above the piers extending above the deck and recessed spandrel walls. The bridge carries a single 1.07m gauge railway on a ballasted deck. Its spans are 7.9m, three at 10.7m and 7.9m totalling 42.9m. The solid arch ribs are semicircular, with projecting cornices separating them visually from the piers below. The smaller end spans spring from a higher level, again marked at the pier by a small cornice. The recessed spandrel walls are finished off with the form concrete slightly patterned to</p>



contrast with the smooth finish of the projecting faces of the arches. The railings are of tubular metal between concrete pillars at the piers.

Keywords

Keywords

Images and Maps

Images



## Gayndah State School

### Place Details

Place ID	600516
Place Name	Gayndah State School
Alternative Name	
Place Classification	Built
Place Category	Education, Research, Scientific Facility
Place Type	School - state (primary)
Place Components	School/School room

### Location

Property Name	
Address	Meson Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1860s (historical) 1860s (fabric)

#### Criterion A

The original masonry school building at the Gayndah State School is important in demonstrating the evolution of Queensland's history as it was one of the earliest National Schools to be established in the new Colony of Queensland in 1861. The National Schools reflect the instigation and development of secular education throughout Queensland, a system which was adopted from Ireland by the New South Wales government in 1848 and carried over by the Queensland Government after separation in 1859. The implementation of secular education throughout Queensland was a significant advancement in social thinking at the time, rapidly progressing the facility for schooling in Queensland and laying the ground for the subsequent system of state education in place today. Subsequent buildings in the school grounds are also historically significant as they illustrate the evolution of school design demonstrating architectural styles from the Federation, Post-war and late 20th - century periods. The continuation of development at Gayndah State School also reflects the continued viability of the school since 1861. The school also demonstrates the establishment of Gayndah as an administrative centre for the surrounding pastoral region during the 1860s.

#### Criterion B

The Gayndah State School is significant as a rare example of one of the earliest government schools in Queensland. The 1861 building at Gayndah State School is one of only a few government school buildings surviving from the 1860s and is the oldest government school building still in continuous use in Queensland. It is also a rare example of a masonry school building from this period.

#### Criterion D

The 1861 building is important in demonstrating the principal

Criterion E	<p>characteristics of a National School from the 1860s as it reflects the recommendations for construction which the Board of General Education in Queensland had put in place in order to regulate the standard of school buildings being erected throughout the Colony. The school as a complex also demonstrates typical characteristics of a Queensland State School which has developed over a lengthy time period such as standard timber buildings and tree plantings. The Gayndah State School is aesthetically significant as a well established school site that contributes to the streetscape of Messon Street, the main street in Gayndah, with mature trees and plantings in substantial grounds, buildings of varying styles which complement each other and a decorative commemorative entrance gate presenting a strong external visual presence. The original 1861 building is highly aesthetically significant as a picturesque masonry building displaying quality materials and workmanship in the Victorian Rustic Gothic style. In particular the scalloped valance on the front gable, the dormer windows, the steeply pitched roof and the compact nature of this building all contribute highly to its aesthetic significance.</p>
Criterion G	<p>The Gayndah State School has a strong association with past, present and futures members of the school community and the local community of Gayndah as a place of education and as a community focal point since 1861.</p>
History	<p>Construction of the National School at Gayndah was commenced in 1861 after members of the Gayndah community submitted designs for a primary school to the Board of General Education in 1860 which were approved and £700 was granted towards the cost of construction. The building was completed in 1862 and the first schoolmaster, Hercules Smith, took up duties in September 1863. Gazetted in 1849, the town of Gayndah initially developed as the centre for a number of large sheep stations taken up in the Burnett region during the 1840s. Gayndah's early growth as a pastoral "capital" is largely attributed to the determination of the squatters and the town developed as the administrative centre for the area, as the school [600516] was established in 1861, and post office and court house were erected. A branch of the Commercial Banking Company of Sydney was opened in 1864, and a local government authority was established in 1867. By the late nineteenth century, cattle had replaced sheep as the dominant pastoral activity. Citrus orchards also flourished, and together with cattle and dairy farming, provided the basis for the development of Gayndah from the turn of the century. National Schools were established by Governor Fitzroy (NSW) in 1848 at which time he appointed a Board of National Education to undertake the task of creating a system of government schools similar to the National School system in Ireland. There were two National Schools in Queensland at the time of separation in 1859; Warwick (1850) and Drayton (1851). Following separation, The Education Act of 1860 created a Board</p>
History	

of General Education to oversee the administration of National Schools throughout the new Colony of Queensland. Two new National Schools were constructed in 1860 (Brisbane Boys and Brisbane Girls); seven new National Schools were opened in 1861, four more in 1862 and three in 1863. The regulations which required local communities to raise one-third of the costs were relaxed and fifteen new schools opened in 1864. However, the 1866 fiscal crisis temporarily retarded the construction of additional schools. The Gayndah National School was established at a time of heightened growth in the establishment of schools throughout the Colony. National Schools remained the dominant form of government primary schools until 1875 when major reforms in education were put in place throughout Queensland. Construction of National Schools was regulated by government standard and local communities could apply to the Board of Education for an approved school plan or, as in the case of Gayndah, they could supply their own design for approval in accordance with the following recommendations. School rooms had to be at least 16 feet wide and where attendance would exceed 20 students, the width was to be 18 to 20 feet. The recommendations also provided for teachers residences which were to contain four rooms and a kitchen. The original school building at Gayndah consisted of a brick schoolroom, 40 feet by 20 feet, with an adjoining infants' classroom 12 feet by 20 feet, under the same roof with a dividing wall towards the southern end. A verandah extended along the eastern side of the building, and there were three dormer windows in the roof above the level of the verandah roof. On the north elevation underneath the gable (facing the street) the date 1861 was inscribed. Attached to the schoolroom on the western side was a residence for the teacher which included four rooms, (two bedrooms, a sitting room and dining room) and a kitchen, as prescribed by the regulations at the time. The school building has been greatly modified, although it still displays significant aspects of its original design. The original school room is still in place with evidence of the removal of the dividing wall that sectioned off the infants' classroom. The decorative fascia boards on the northern elevation and two of the three original dormer windows on the eastern elevation are still intact. The dormer window towards the northern end has been enclosed to accommodate extensions on the eastern elevation, where the original verandah has also been altered. The teacher's residence has been demolished apart from a single room, originally a bedroom, which adjoins the school room at the northern end and is used as a store room. The building's external walls, originally face brickwork, have been painted white. The original brick building was gradually developed around as the school grew over the ensuing century. The other buildings on site are mostly of timber construction, more typical of Queensland school development than the original brick construction which was always more unusual in Queensland. The original school building is still in use as a music room, resource

centre and classroom and forms a working part of the Gayndah school complex.

Description

Designer Name

Style

Gothic

Period

Mid-19th century (1840s - 1860s)

Builder Name

Construction Period

1861 - 1862

Construction Method

Load-bearing brick

Fabric (Exterior Structure)

Brick

Fabric (Roof)

Metal sheeting - corrugated iron

Roof Form

Gabled

Description

The Gayndah State School is situated on the southern side of Messon Street, the main street in Gayndah. The school is a complex of six buildings from varying periods and is characterised by its well established grounds with mature plantings. Entrance to the school is gained from Messon Street via a decorative wrought iron gate commemorating the centenary of the school reading 'Centenary: 1863 - 1963'. The original masonry school building is located at the western end of the school site and forms only a small part of the total school complex. This building is superficially joined to an adjacent timber building its eastern side by a covered walkway. The building is single-storeyed and comprises a central-gabled core running north/south with three attached wings, one extending to the west from front (northern) elevation (the original teachers bedroom), one extending east from the front elevation (a later addition) and one extending east from the corner of the rear elevation (also a later addition). The eastern elevation of the building creates a U-shaped courtyard incorporating part of the original verandah. The building is constructed basically of brick with some weatherboard included on the eastern additions and has a corrugated iron roof. The northern elevation is characterised by the façade of the gabled-core which displays a decorative scalloped valance along the fascia board, an inscription in relief which reads 'Erected AD 1861' and a large multi-paned window with a corrugated iron hood. The same fenestration is repeated on the southern elevation of the central core. The eastern elevation is characterised by the two original dormer windows in the roof which remain visible and the chamfered timber verandah posts which support the awning of the remaining portion of the original verandah. From the verandah two original double timber doors with glass panels gain entrance into the school room. Both are surmounted by two four-paned fan-lights. The interior of the central core was the original school room and is an open-plan rectangular space with a high coved timber ceiling featuring large supporting timber cross-beams. There is evidence of an internal wall having been removed at some stage. Two large multi-paned windows feature at either end of the room and internally the third dormer window can be seen towards the northern end of the

room, however it is built over externally. The floor is carpeted and the masonry wall are rendered and painted internally. There are two doors which open to the southern side of the building, one to the front porch on the northern side and one to the rear. The rest of the school complex extends to the east of the original school building with the main part of the school being formed by two separate elongated timber structures running parallel creating a central recreational garden area. There is a tuck-shop building and a classroom wing to the rear of the original building and a library wing at the most easterly end of the site.

Keywords

Keywords

Images and Maps

Images



## Gayndah War Memorial

### Place Details

Place ID	600517
Place Name	Gayndah War Memorial
Alternative Name	Rawbelle Shire War Memorial
Place Classification	Built
Place Category	Monuments and Memorials
Place Type	Memorial/Monument - war
	War trophy/ies
Place Components	Memorial - honour board/ roll of honour
	Memorial - other

### Location

Property Name	
Address	Capper Street
Town / Suburb	GAYNDAH
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1921-(social) 1921(historical, fabric)

#### Criterion A

War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War. This particular memorial is a rare example of a war memorial which was privately commissioned and then donated as a public memorial, and later supplemented by another major private donation.

#### Criterion B

The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period. Erected in 1921, the memorial at Gayndah demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.

#### Criterion D

The memorial and its setting are of aesthetic significance for their high degree of workmanship and design and for their contribution to the aesthetic qualities of the townscape.

#### Criterion E

It has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event.

#### Criterion G

It also has special association with metal worker Ernest Gunderson as the finest example of his work in Queensland.

#### Criterion H

It also has special association with metal worker Ernest Gunderson as the finest example of his work in Queensland.

### History

## History

The Gayndah War Memorial to the First World War was presented to the Rawbelle Shire and Gayndah Town Councils by Harold Wilson in 1921. It was designed and produced by Ernest Gunderson and honours the 270 local men who served during the First World War, including those who died. This memorial was privately commissioned by Harold Wilson of nearby Cooranga station, and then donated to the local shires. Exactly when the memorial was unveiled is unknown, however it is likely that it was Anzac Day, 1921. Gazetted in 1849, the town of Gayndah initially developed as the centre for a number of large sheep stations taken up in the Burnett region during the 1840s. Gayndah's early growth as a pastoral "capital" is largely attributed to the determination of the squatters, and for a short time, the town reputedly rivalled Brisbane as the capital for Queensland. Gayndah also developed as the administrative centre for the area, as a school [600516] was established in 1861, and post office and court house were erected. A branch of the Commercial Banking Company of Sydney was opened in 1864, and a local government authority was established in 1867. By the late nineteenth century, cattle had replaced sheep as the dominant pastoral activity. Citrus orchards also flourished, and together with cattle and dairy farming, provided the basis for the development of Gayndah from the turn of the century.

Australia, and Queensland in particular, had few civic monuments before the First World War. The memorials erected in its wake became our first national monuments, recording the devastating impact of the war on a young nation. Australia lost 60 000 from a population of about 4 million, representing one in five of those who served. No previous or subsequent war has made such an impact on the nation. Even before the end of the war, memorials became a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as grave sites, substitute graves for the Australians whose bodies lay in battlefield cemeteries in Europe and the Middle East. British policy decreed that the Empire war dead were to be buried where they fell. The word 'cenotaph', commonly applied to war memorials at the time, literally means 'empty tomb'. Australian war memorials are distinctive in that they commemorate not only the dead.

Australians were proud that their first great national army, unlike other belligerent armies, was composed entirely of volunteers, men worthy of honour whether or not they paid the supreme sacrifice. Many memorials honour all who served from a locality, not just the dead, providing valuable evidence of community involvement in the war. Such evidence is not readily obtainable from military records, or from state or national listings, where names are categorised alphabetically or by military unit. Australian war memorials are also valuable evidence of imperial and national loyalties, at the time, not seen as conflicting; the skills of local stonemasons, metalworkers and architects; and of popular taste. In Queensland, the soldier statue was the popular choice of memorial, whereas the obelisk predominated in the southern states, possibly a reflection of



Queensland's larger working-class population and a lesser involvement of architects. Many of the First World War monuments have been updated to record local involvement in later conflicts, and some have fallen victim to unsympathetic re-location and repair. Although honour boards are a common type of war memorial, they are usually situated internally in a publicly accessible place such as the local Shire Hall. The main honour board at Gayndah is located externally in a public square between the Post Office and the Library. It was commissioned from the firm of Ernest Gunderson and is regarded as the company's finest piece of work. Indeed, Gunderson himself considered it to be his finest work. Ernest Gunderson established his metalworking company in Brisbane after migrating from Norway. The company operated until the mid 1930s and supplied honour boards statewide. The distinctively original artwork was modelled by Gunderson and then applied to a blackened brass framework. The board at Gayndah displays an unusual combination of both Australian and British motifs as well as a large number of symbolic emblems. The re-use of items such as the artillery shells was a common feature of Gunderson's work. In the 1960s, some unsuccessful renovation work was undertaken, resulting in the original brass lettering and backing (which still exists in storage) being replaced with the present nameplates. Other minor alterations were also made at this time. In anticipation of the fiftieth anniversary of the end of the Pacific War (August 1995), some of the damaged and lost items of the intervening wars were reinstated. The lost figure of Liberty was remodelled in bronze by Brisbane sculptor Fred Waitehouse from photographs of the original, and the rather two-dimensional bronze horsemen were cast (and made slightly more three-dimensional) from the identical figures on Gunderson's memorial at Petrie. The 1903 Krupps trophy gun was repaired and fitted with replicated wheels and armour and mounted to address the street. A small commemorative garden was constructed and a surrounding series of concrete slabs holding recent memorials commemorating personnel from the locality who served in the Second World War, and later conflicts up to Somalia. Completed in 1995, the new work and repairs to the Second World War items were researched and organised by local RSL identity 'Sam' Weller and the costs were donated by Frank Robinson on behalf of his family. The First World War Memorial was originally complimented by a fence and a light which was removed, possibly to make way for the 1995 additions. The original flagstaff has also been replaced.

Description

Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1921 - 1995

Constuction Method

Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

The First World War Memorial is situated between the Post Office and the Library in Capper Street, Gayndah and directly addresses the street. Behind is a memorial garden comprising a trophy gun, paving and garden beds, and surrounding concrete slabs which commemorate service personnel of the Second World War and subsequent conflicts up to Somalia. The Second World War names are incised in white granite, and the other plaques are in bronze. The First World War Memorial is of concrete and bronze and comprises a bronze art metal honour board mounted on a freestanding concrete structure. The concrete structure sits on a wide stepped base, also of concrete apart from the central portion of the upper step which is marble veneered. The structure itself comprises a flat central section capped with a triangular pediment and flanked by two square pillars with a simple repetitive motif on the front faces. The pillars are surmounted by artillery shells encircled with bronze wreaths. At the foot of each pillar are bronze plaques commemorating later conflicts. The bronze honour board is mounted on the central section. It displays the names of the local men who served in the First World War with those who died identified by a small crown after their name. The five columns of names are centrally located on the board and are covered by clear glass in a metal frame. The upper section of the board is capped with scrollwork flanking a female figure of Britannia holding a shield of 'Liberty'. The figure stands above a laurel wreath encircling crossed flags and the words FOR KING AND COUNTRY. An oval plaque indicating the origins of the memorial sits below the wreaths and is flanked by AIF badges. The words ROLL OF HONOUR follow the line of the scrollwork. On each side of this central section are pilasters capped by figures of mounted Light Horsemen above the dates 1914 - 1919. Relief work of infantry men are displayed at the bottom of each pilaster. The lower section of the board displays oval plaques in each corner with relief work of an emu and a kangaroo. Additional relief work comprises a British lion and a kangaroo in the centre and cannons at each side.

Keywords  
Keywords

Images and Maps

Images





## Ideraway Creek Railway Bridge (Ideraway)

### Place Details

Place ID	600519
Place Name	Ideraway Creek Railway Bridge (Ideraway)
Alternative Name	
Place Classification	Built
Place Category	Transport - Rail
Place Type	Bridge - railway/Viaduct
Place Components	Pier/s (bridge)

### Location

Property Name	
Address	Mungar - Monto Line
Town / Suburb	IDERAWAY CREEK
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1899, 1900s (fabric)

#### Criterion A

The deck-type pin-jointed fishbelly truss main span is unique in Australia. It is the only bridge of its type in Queensland and therefore the longest span of its type in Queensland. It innovatively re-uses the falsework of the Burdekin River Bridge at Macrossan of 1899 (This falsework had been re-used on two separate bridges prior to this one). The bridge demonstrates the economies employed in the construction of Queensland's railways.

#### Criterion B

The deck-type pin-jointed fishbelly truss main span is unique in Australia. It is the only bridge of its type in Queensland and therefore the longest span of its type in Queensland.

#### Criterion F

It innovatively re-uses the falsework of the Burdekin River Bridge at Macrossan of 1899 (This falsework had been re-used on two separate bridges prior to this one). The bridge demonstrates the economies employed in the construction of Queensland's railways.

#### Criterion H

(Criterion under review)

### History

#### History

Construction of the section from Wetheron to Gayndah began in March 1906 using day labour. Completion of the line was delayed building two bridges of special designs over gorges between Ideraway and Gayndah. The Ideraway Creek bridge was designed and drawings signed by Chief Engineer, William Pagan, on 10 December 1906. The extension was opened for traffic on 16 December 1907.

### Description

Designer Name Pagan, William

Style  
Period Early 20th century II (1900 - 1914)  
Builder Name  
Construction Period 1906 - 1907  
Constuction Method Truss - lattice  
Fabric (Exterior Structure) Metal - steel  
Fabric (Roof)  
Roof Form

Description

The Ideraway Creek bridge is one of the most unusual bridges in Australia. It demonstrates the economic re-use of part of the erection truss used to build the Burdekin River bridge at Macrossan between Townsville and Charters Towers opened in 1899. The complete truss was 250 foot long whereas the Ideraway Creek bridge uses only 150 foot of the span. The pinned construction and multiple members of the truss were originally designed for rapid assembly and disassembly. Wetheron embankment. 1x3x18 foot (5.5m) timber longitudinals, timber trestle, common timber trestle. 1x3x20 foot (6.1m) timber longitudinals, common timber trestle, common concrete pier. 1x4x150 foot (45.4m) deck-type pin-jointed fishbelly truss (ex Burdekin River bridge, Macrossan) with transom tops, six sets of two steel longitudinals, common concrete piers. 1x3x20 foot (6.1 m) timber longitudinals, common concrete pier, common timber trestle. 1x3x18 foot (5.5m) timber longitudinals, common timber trestle, Timber trestle. Gayndah embankment.

Keywords  
Keywords

Images and Maps

Images



## Ventnor State School

### Place Details

Place ID	600727
Place Name	Ventnor State School
Alternative Name	Yarrol State School
Place Classification	Built
Place Category	Education, Research, Scientific Facility
Place Type	School - state (primary)
Place Components	School/School room Play shed

### Location

Property Name	
Address	Yarrol Road
Town / Suburb	MONTO
Post Code	4630
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1910s (fabric 1917 school) 1910s (historical) 1914-1950s (social)

#### Criterion A

The former Ventnor State School is important in demonstrating the development of Queensland's state education system, in particular its response to the needs of small rural communities in the first half of the twentieth century.

#### Criterion D

The former Ventnor State School demonstrates the principal characteristics of an early 20th century school complex including the play shed, toilets and single room school building. Although the school building has been enclosed, the building is important as a remaining example of an original open-air school which were a feature of schooling in Queensland from about 1914 to 1922. The open-air school was a standard design implemented by the Department of Works in 1914 in response to climate and the need for ventilation. The open-air school was a testament to the experimentation undertaken by the Department of Works in relation to developing suitable school environments for Queensland children.

#### Criterion E

The school has aesthetic significance as a well-kept, small-scale complex in a bush setting with structures that complement each other in size and form.

#### Criterion G

The former Ventnor State School has a special association with the local community as a place of education and community gathering since 1946. It also has special association with past generations of school communities from Tinana and Wongalee, having operated as a state primary school at both these locations.

### History

## History

The former Ventnor State School located just south of Monto was originally constructed as an open-air school in 1914 in Maryborough. The school was located at Teddington Rd, Tinana and opened on 11 November 1914. As an open-air structure, the school was an example of one of the experimental designs for state primary schools instigated by the Department of Works in 1914. The schools were a response to the advocacy that suggested maximum ventilation was necessary for a school building. Open-air schools were constructed for only a short period and were not to become a permanent feature of Queensland's State School architecture. The problems associated with these schools outweighed the advantages and by 1922 the open-air school was phased out and more traditional designs reappeared. By 1917 a new school building was constructed for the school at Tinana, now Parke State School, and the old open-air school was used as a play shed. In 1929 an application was made for a school at Wongalee and the old open-air school at Tinana was transported to Wongalee. School commenced at Wongalee on 21 September 1929 and in 1932 permission was granted for the construction of a play shed. It is likely that the open-air school was enclosed at this time along with the addition of a skillion-roofed verandah. In April 1945 Mr R.M. Marshall delivered an application to the Department of Public Instruction in the Yarrol Road area. The application was approved and Tim Maloney, then owner of portion 111, donated three acres to the Secretary of Public Instruction on 25 September 1945 as the site for the new school. The school which had been moved to Wongalee was once again removed and transported to its present site at Yarrol Rd, Ventnor, just south of Monto. The Ventnor State School commenced classes on 3 June 1946 with Doreen Turner as teacher. The school continued operate until 22 April 1960 when it was closed due to low enrolment numbers. In 1963, local residents made an offer of 150 pounds to purchase the school from the Department of Education and the property was transferred to the Ventnor Progress Association on 15 March 1963. Since that time the school complex has been used as headquarters for the progress association, for religious group services, farming and pastoral bodies and fire control groups and was regularly used as a polling booth. The Ventnor Progress Association continues to own and maintain the premises. The former Ventnor State School located just south of Monto was originally constructed as an open-air school in 1914 in Maryborough. The school was located at Teddington Rd, Tinana and opened on 11 November 1914. As an open-air structure, the school was an example of one of the experimental designs for state primary schools instigated by the Department of Works in 1914. The schools were a response to the advocacy that suggested maximum ventilation was necessary for a school building. Open-air schools were constructed for only a short period and were not to become a permanent feature of Queensland's State School architecture. The problems associated with these schools

outweighed the advantages and by 1922 the open-air school was phased out and more traditional designs reappeared. By 1917 a new school building was constructed for the school at Tinana, now Parke State School, and the old open-air school was used as a play shed. In 1929 an application was made for a school at Wongalee and the old open-air school at Tinana was transported to Wongalee. School commenced at Wongalee on 21 September 1929 and in 1932 permission was granted for the construction of a play shed. It is likely that the open-air school was enclosed at this time along with the addition of a skillion-roofed verandah. In April 1945 Mr R.M. Marshall delivered an application to the Department of Public Instruction in the Yarrol Road area. The application was approved and Tim Maloney, then owner of portion 111, donated three acres to the Secretary of Public Instruction on 25 September 1945 as the site for the new school. The school which had been moved to Wongalee was once again removed and transported to its present site at Yarrol Rd, Ventnor, just south of Monto. The Ventnor State School commenced classes on 3 June 1946 with Doreen Turner as teacher. The school continued operate until 22 April 1960 when it was closed due to low enrolment numbers. In 1963, local residents made an offer of 150 pounds to purchase the school from the Department of Education and the property was transferred to the Ventnor Progress Association on 15 March 1963. Since that time the school complex has been used as headquarters for the progress association, for religious group services, farming and pastoral bodies and fire control groups and was regularly used as a polling booth. The Ventnor Progress Association continues to own and maintain the premises.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Early 20th century II (1900 - 1914)

1914 - 1917

Description

The former Ventnor State School is located on Yarrol Rd, Ventnor. The school site consists of a one-room school building with verandah, a play shed, a girls' and boys' toilet, remnants of an old swing post and a flagpole. The block of land is a flat piece in a bush setting surrounded by a fence with steel cyclone mesh gates. New plantings along the front fence are memorials to donors and life members of the Progress Association. The school building is a simple structure of timber with a corrugated iron hipped roof truncated where a skillion-roofed verandah has been added on its western side. The building sits on low timber stumps and a small set of stairs on the eastern side gains entrance to the classroom.



The walls are timber tongue and groove vertical joints and the schoolroom has sliding 6 pane windows on three walls. The room has a coved timber ceiling with a central lattice vent and a large timber support beam across the width of the room. The room contains some of its original desks and chairs dating from 1946 as well as other original pieces such as framed embroidery by former students. A doorway gains access to the verandah at the front of the room on the western side. The verandah contains evidence of hooks used for hanging school bags on its rear walls. There is a small storeroom located at the front of the verandah. The play shed is adjacent to the school building on the verandah side. It is a pole frame structure with a corrugated iron roof, two walls and dirt floor. The play shed contains the original timber bar which was used for holding the school children's saddles during the school day. The two toilets are located at opposite corners of the western side of the site and are timber framed structures with corrugated iron roofs and comprises a cubicle and entry.

Keywords  
Keywords

Images and Maps

Images



## St Patricks Church

### Place Details

Place ID	600764
Place Name	St Patricks Church
Alternative Name	
Place Classification	Built
Place Category	Religion/Worship
Place Type	Church
Place Components	Furniture/Fittings Church

### Location

Property Name	
Address	Wallace Street
Town / Suburb	MOUNT PERRY
Post Code	4671
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1900s, 1930s (historical) 1900s (fabric) ongoing (social)

#### Criterion A

St Patrick's Church is important for its close association with the development of Mount Perry as a noted copper centre in the 19th and early 20th centuries, and with the development of Catholicism within the Diocese of Brisbane, both of which illustrate the pattern of Queensland history.

#### Criterion D

St Patrick's is a good example of the Carpenter Gothic architectural style used in church construction.

#### Criterion E

The building has considerable aesthetic and architectural merit, and through its form, scale, materials, detailing and plantings and makes an important aesthetic contribution to the Mount Perry townscape. St Patrick's Church survives reasonably intact, with much of the original furnishings and finishes being retained.

#### Criterion G

The place has a special association for local Catholics as a centre of Catholic worship and social gatherings throughout the 20th century.

### History

#### History

St Patrick's Roman Catholic Church was constructed in 1904 in the then important copper mining town of Mount Perry. The township of Mount Perry, about 100 kilometres west of Bundaberg, was established following the discovery of copper in the vicinity in 1869. The first Roman Catholic priest to visit Mount Perry was Father James Horan who was based in Gayndah in 1870. He is thought to have made arrangements for the construction of a church, although work did not begin until after he had left for Peak Downs in November 1872. The church was completed under the direction of

the succeeding priest at Gayndah, Father C. Rossolini, though its form is not known. The population of the township quickly grew and 20 hotels sprang up in Mount Perry in the early 1870s, reflecting the high proportion of men without families on the field. However, the copper mine ceased operations in October 1877 and was sold by liquidators in January 1878 on the expectation that it would not be re-opened until the railway was completed. This occurred in 1884, linking Mount Perry with Bundaberg. Mount Perry became the railhead for the Upper Burnett and a major centre; now having nine hotels including 6 newly built ones, a courthouse, hospital and a School of Arts. However, after a period of growth the town declined, until the mine closed in 1891 due to a fall in the price of copper. In 1893, Father Rossolini, by then based in Bundaberg, died. Father Mimmagh, who had assisted him, took over as parish priest in Bundaberg and continued to minister to Mount Perry. He served as Parish Priest of Bundaberg until 1917. Matters in Mount Perry soon improved as the London-based Queensland Copper Company bought the mine in 1898, sparking a revival in the town, and by 1904 the population in the field was 2000. In 1903 an Anglican church was built at Mount Perry reflecting the growth of the town and by this time, the early Catholic church had presumably become inadequate for the congregation. In August 1904 tenders were called for a new church to be built to the plans of Bundaberg architect F H Faircloth at an estimated cost of £500. Frederic Herbert (Herb) Faircloth was born in Maryborough in 1870 and was a pupil of German-trained Bundaberg architect Anton Hettrich. Faircloth set up his own practice in Bundaberg in 1893 and was very successful, eventually being responsible for the design of almost every important building in Bundaberg, including extensions to the Church of the Holy Rosary. He was also responsible for much of the rebuilding of the town centre of Childers following a major fire in 1902. The first Mount Perry church was sold for removal in 1904 prior to the construction of the new church, which was completed by builder John Guthrie in 1905 for a cost, including furnishings, of £667. St Patrick's was consecrated on 12 February 1905 with over 400 people from the surrounding area in attendance. Soon after the building of the new church, Mount Perry was created a separate parish. Father Sullivan at first occupied the back of the church, using the choir loft as a bedroom and eating with a neighbouring family. A Presbytery was built by the Maynard Brothers in 1914, but has not survived. Soon after this, the peak demand for copper passed and many mines closed. The mining venture at Mount Perry collapsed and the smelters in 1915 closed with a consequent dwindling of population. Many buildings were demolished or removed and Mount Perry was placed in the parish of Gayndah. The parish was reopened with the arrival of Father Frawley in 1939 and in September that year Archbishop Duhig visited Mount Perry and the surrounding area. In later years Mount Perry became at various times part of Gin Gin, Gayndah and Childers Parishes. It is

now part of the Gin Gin parish and has a visiting priest from that town. The church building has changed little. Early photographs show a timber bell tower to the north of the church, but this did not survive and the bell is now mounted on a simple frame.

Description  
Designer Name Faircloth, FH  
Style Gothic  
Period Early 20th century I (1900s - 1910s)  
Builder Name  
Construction Period 1904 - 1904  
Construction Method Frame - timber  
Fabric (Exterior Structure) Timber  
Fabric (Roof) Metal sheeting - corrugated iron  
Roof Form Gabled

St Patrick's Church is an elevated timber framed building situated on a prominent ridge overlooking the town of Mount Perry and is a dominant feature of its townscape. The church is rectangular in plan, comprising a nave and side aisles and is clad in weatherboards. At the western end is a projecting gabled section housing a stairwell that accesses the choir loft. It is flanked by twin porches and stairs. The twin entrance doors are arched and this motif is echoed in decorative open timber work to the porches and to the gables of the portico and main roof. At the eastern end of the church is the sanctuary and adjoining vestry with a separate entrance on the northern side. The roof is clad with corrugated iron and is steeply pitched over the nave with aisle roofs springing from below clerestory windows. Crosses are located at the ends of the main roof and the gabled roof of the entrance portico. The church is lit with timber-framed lancet windows placed alternately singly and in pairs. The triple lancet windows in the Sanctuary are set with stained glass. The interior of the church is very intact and the clear finish to internal lining boards and painted decorative trim appears to be that applied when the building was first constructed. Light fittings, hardware and furniture including altar, pews, statuary and a small harmonium are also original.

Description

Keywords  
Keywords

Images and Maps

Images



## Masonic Lodge

### Place Details

Place ID	600765
Place Name	Masonic Lodge
Alternative Name	
Place Classification	Built
Place Category	Social and Community
Place Type	Hall - masonic/lodge/friendly or benefit society
Place Components	

### Location

Property Name	
Address	Isabella Street
Town / Suburb	MOUNT PERRY
Post Code	4671
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance 1904 (fabric)

Criterion A The Masonic Hall is important in demonstrating the development of Mt Perry and the spread of Freemasonry through Queensland in the wake of European settlement.

Criterion D The Mt Perry hall is important as a characteristic and intact example of a regional timber Masonic Hall, a category of building prominent in the streetscape and important in the social life of many country towns.

Criterion E The building exhibits aesthetic qualities valued by the community, in particular, it contributes to the streetscape and is an illustration of the prosperity of Mt Perry in the late nineteenth and early twentieth centuries.

Criterion H The Masonic Hall, Mt Perry, has a special association with those Freemasons living in and around Mt Perry and with the Freemasonry movement in Queensland.

### History

History The Masonic Hall at Mt Perry is a simple vernacular structure with an ornate classically inspired façade and was constructed around 1904 when Mt Perry was important as a copper mining town. Freemasonry spread from New South Wales into Queensland in individual lodges. The first Freemason's lodge in Queensland was established in 1859, shortly before Separation from New South Wales. New lodges were formed as settlement spread. The township of Mount Perry, about 100 kilometres west of Bundaberg, was established following the discovery of copper in the vicinity in 1869. The population of the township quickly grew and 20 hotels sprang up in Mount Perry in the early 1870s, reflecting the high

proportion of men without families on the field. However, the copper mine ceased operations in October 1877 and was sold by liquidators in January 1878 on the expectation that it would not be re-opened until the railway was completed. This occurred in 1884, linking Mount Perry with Bundaberg. Mount Perry became the railhead for the Upper Burnett and a major centre; now having nine hotels including 6 newly built ones, a courthouse, hospital and a School of Arts. However, after a period of growth the town declined, until the mine closed in 1891 due to a fall in the price of copper. Matters in Mount Perry soon improved as the London-based Queensland Copper Company bought the mine in 1898, sparking a revival in the town, and by 1904 the population in the field was 2000. In 1902 the Lee Bryce Lodge was consecrated and in 1904, Henry Yeoman, Robert McRae, George Hardlaw, Thomas Province and Robert Scott acquired the land on which the Masonic Hall was to be constructed on 17 June 1904. Yeoman was a cordial manufacturer; McRae a storekeeper, Hardlaw and Province were graziers and Scott the postmaster. The fellowship associated with Freemasonry was particularly important to men living in areas of isolated or scattered settlement or in jobs that were itinerant or seasonal. Lodges hosted social events, contributed to local charities and provided opportunities for local businessmen to meet socially, all of which made an important contribution to the life the town. By 1912 the peak demand for copper had passed and many mines closed. The mining venture at Mount Perry collapsed and the smelters closed in 1915 with a consequent dwindling of population. In the succeeding years many buildings were demolished or removed. The Bryce Lodge No.142 of Ancient Free and Accepted Masons of Queensland and the United Grand Lodge of Queensland is still based on this hall.

Description	
Designer Name	
Style	Classical
Period	Early 20th century II (1900 - 1914)
Builder Name	
Construction Period	1904 - 1904
Constuction Method	Frame - timber
Fabric (Exterior Structure)	Fibrous cement sheeting [eg Asbestos]
Fabric (Roof)	
Roof Form	Gabled
Description	The Masonic Hall at Mt Perry is a single-storey, rectangular-plan timber building of exposed stud construction now clad with fibrous cement sheeting on the sides and rear. The building is at street level at the front and is raised on posts at the back as the ground falls away to the rear of the block. The gabled roof is concealed at the front by a parapet and the street elevation is classically inspired although carried out in timber. It has a full width pediment supported by corner Tuscan pilasters. Framed beneath are two double hung windows flanking a central entry porch with a

pedimented roof and supported by freestanding Tuscan columns. In a striking contrast, the side and rear walls are completely plain and clad in fibrous cement sheeting. There are three plain rectangular windows placed high on both sides of the building towards the rear.

Keywords  
Keywords

Images and Maps

Images



## Steep Rocky Creek Railway Bridge (Ideraway)

### Place Details

Place ID	600520
Place Name	Steep Rocky Creek Railway Bridge (Ideraway)
Alternative Name	
Place Classification	Built
Place Category	Transport - Rail
Place Type	Bridge - railway/Viaduct
Place Components	Pier/s (bridge) Abutments - railway bridge

### Location

Property Name	
Address	Mungar - Monto Line
Town / Suburb	STEEP ROCKY CREEK
Post Code	4625
LGA	NORTH BURNETT REGIONAL COUNCIL
Context Study Region	Wide Bay Burnett Region

### Cultural Heritage Significance

Principal Period of Significance	1900s (fabric)
Criterion A	An innovative design with reinforced discontinuous wall-type arches, the first of its type in Australia and the fifth concrete arch rail bridge in Australia. The bridge is associated with Chief Engineer William Pagan.
Criterion E	(Criterion under review)
Criterion F	An innovative design with reinforced discontinuous wall-type arches, the first of its type in Australia and the fifth concrete arch rail bridge in Australia.
Criterion H	The bridge is associated with Chief Engineer William Pagan.

### History

History	Construction of the section from Wetheron to Gayndah began in March 1906 using day labour. Completion of the line was delayed building two bridges of special designs over gorges between Ideraway and Gayndah including Steep Rocky Creek. Drawings for the bridge were signed by Chief Engineer, William Pagan. Construction of the bridge was completed in 1907 and the extension was opened for traffic on 16 December 1907.
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### Description

Designer Name	Pagan, William
Style	
Period	Early 20th century II (1900 - 1914)
Builder Name	
Construction Period	1906 - 1907
Constuction Method	Arch



Fabric (Exterior Structure) Concrete

Fabric (Roof)

Roof Form

Description

Steep Rocky Creek bridge includes one 26 foot RSJ span of three joists, five 28 foot concrete arches and a final 26 foot RSJ span of three joists, supported on six concrete piers and two abutments.

## Mitchell Railway Station

### Place Details

Place ID	601077
Place Name	Mitchell Railway Station
Alternative Name	
Place Classification	Built
Place Category	Transport - Rail
Place Type	Railway station Railway station Platform
Place Components	Residential accommodation - station master's house/quarters Shed - goods Loading bay/dock Views to

### Location

Property Name	
Address	Oxford Street (passenger station), Alice Street (goods shed) and Sheffield Street (station master's
Town / Suburb	MITCHELL
Post Code	4465
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance	1880s-1910s (historical)
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Criterion A	<p>The Mitchell Railway Station, opened in 1885, is important in demonstrating the evolution of Queensland's history, providing physical evidence of Mitchell's role as a regional centre in the late 19th century. The station master's house and the core of the goods shed date to this period. The establishment of a railway station at Mitchell was consistent with the town's historic role as a node on southwestern Queensland's transport network, being located at the junction of roads to Roma, Charleville, Bollon and St George. As the western rail terminus for about two years after its opening, Mitchell was one of the busiest stations on the Western Line. The station master's house, constructed in 1884, is a substantially intact and now rare early example of a mid-1880s station master's residence.</p>
Criterion B	<p>The earliest identified Queensland Rail standard drawing of this type of station master's residence dates to 1889, five years after the construction of the Mitchell house. The design was superseded by the beginning of the 20th century.</p>
Criterion D	<p>The station complex is important in demonstrating the principal characteristics of railway stations during the late 19th and early 20th centuries, when the importance of the rail link to the west was fundamental to the region's economic development. The station retains a number of principal elements from this period</p>

including the station master's house (1884), the goods shed (1884-1885) and the passenger station (c1910 moved to the station c1933). The station master's house is important in illustrating the varied work of Queensland Railway's architectural office during the tenure of Henrik Hansen, the Danish born architect who was responsible for the design of many standard Queensland Rail buildings of the nineteenth century. The passenger station is a composite of two buildings transported from Evanslea and Silverwood Stations in c1933 to replace the previous building which had burnt down. This is a good example of a Queensland Rail practice, common until the 1960s, of recycling railway buildings and structures.

Criterion E

The station is a small, attractive railway landmark on the route of the 'Westlander'. The complex, including the station master's house, makes a strong aesthetic contribution to the townscape of Mitchell.

History

Mitchell railway station was opened on 17 January 1885 as part of a rail link to service western Queensland. Buildings of heritage significance on the site include the passenger station, goods shed and station master's house. The station complex reflects the historic role of Mitchell as a regional centre in the 19th and early 20th centuries. It provides good examples of typical railway architecture from this period in south western Queensland. In Australia, government fostered the development of railways as a means of developing the country and providing social benefits. It was argued that rail would reduce freight costs and save travel time for passengers. An added incentive for rail development in Queensland was the very poor state of the roads. In wet weather especially, this hampered the transport of freight. Railway development became the province of government because of the doubtful economics of building and operating a rail service for the widely distributed, sparse population of rural Queensland. In most cases the capital costs were high in relation to the potential revenue likely to be raised from passengers and freight. These economies imposed a natural limit on the expansion of railways into remote areas. The government initially gave priority to developing a railway west of Brisbane. As well as providing graziers and farmers with a more efficient transport link to the coast, railways were seen as a key to encouraging closer settlement west of the Great Dividing Range. The first section of rail, opened on 31 July 1865, was between Ipswich and Bigg's Camp, 34 kilometres west of Ipswich. By February 1868 the rail was extended to Dalby in the Darling Downs. With a railhead provided for the squatters in this region, extensions further west ceased while the railway was developed elsewhere. A line south to Warwick was opened in 1871 and in August 1872, approval was granted to extend the railway in Central Queensland and to start an Ipswich to Brisbane rail link. It was 1876 before construction of the railway westward

History

from Dalby recommenced. The rail was opened to Roma in 1880 and to East Mitchell in 1883. The region surrounding Mitchell was explored by Surveyor-General Sir Thomas Mitchell in the mid-1840s. The explorer spoke highly of the country's pastoral potential and within two years, squatters had occupied runs in the vicinity of Mount Abundance to the south of the present township of Mitchell. Eurella, Amby Downs, Mitchell Downs and Forest Vale, four pastoral runs in the vicinity of Mitchell, are believed have been taken up in 1861. The head station for Mitchell Downs was located on the site of the present town of Mitchell on the banks of the Maranoa River. Mitchell Downs homestead was located on the western side of the Maranoa River, near the place where teamsters from Charleville, Bollon and St George crossed the river and was the logical site for a settlement to develop. One of the first settlers in the region recalls that after the Mitchell Downs homestead was damaged by flood waters in 1864 and had been moved to a nearby location, the remains of the original homestead were converted into the Maranoa Hotel. This was the township's first building. In 1876, Mitchell became a stage on the Cobb and Co. route from Roma to Charleville. Coach routes opened from Mitchell to Bollon in 1900 and to St George in 1905. The rail reached the eastern bank of the Maranoa River across from the township of Mitchell in 1883. The river formed a natural barrier and until a bridge was constructed, a temporary terminus at East Mitchell was established. This was opened on 8 October 1883. A public holiday was proclaimed and a free 'excursion train' ran from Roma to the new terminus, but no formal ceremony was held owing to the lack of notice given of the opening (Western Star October 10 1883). With the opening of the East Mitchell terminus, the departure point of the Roma to Charleville Cobb and Co. route was moved to Mitchell. Coaches ran to Charleville three times weekly. The Maranoa River bridge was completed on 10 September 1884 as part of the contract for the next rail extension. The bridge extends almost 210 metres and is made up of three spans on concrete piers with timber approaches. It is reputedly one of a small number of rail bridges built with continuous girders (Kerr: 1993, 4-107). Contracts were let in 1884 for a goods shed (still partly extant), engine and carriage sheds, booking offices, station master's house (still extant), cattle and sheep yards and three gate keeper's cottages at the site of the planned new terminus in Mitchell. On 17 January 1885, the rail link between East Mitchell and Mitchell was opened by a ministerial party, which included Hon. W Miles (Minister for Works), Hon. CB Dutton (Minister for Lands), F Curnow (acting Commissioner for Railways), JF Thallon (Queensland Rail Traffic Manager), P McLean (Land Commissioner in Chief) and C Adam (Railway Traffic Inspector). At this time, the main station building and platform was almost complete and the goods shed, carriage shed and engine shed were in the process of construction. The opening of the rail to Mitchell brought increased commerce to the township due to its role as the western rail

terminus. Outward bound wool statistics for stations during the period when the western railway was being built shows that as the rail arrived at a township, that centre enjoyed a brief period of high goods traffic until the rail moved further west. Thus, in 1882, the year before the opening of the East Mitchell Station, Roma Railway Station recorded the highest quantity of outward bound wool on the Western Line at 6,687 bales. In 1884, this figure dropped to 1,308 bales with the new terminus at East Mitchell recording 9,545, the largest quantity on the western line. As the rail opened to points west of Mitchell, however, traffic through the station reduced. After the opening of Morven Station in March 1887, wool leaving Mitchell Station dwindled to 774 bales. The extant passenger station is the third to occupy the site. The first building was destroyed by fire on the night of 13 December 1887. It was replaced by a shelter shed comprising a waiting area, office and lavatory. In about 1901, refreshment rooms (no longer extant) were erected comprising a bar, dining room and semi-detached kitchen. The second shelter shed burnt down on 29 June 1933. The present station was erected probably later that year utilising a shelter shed from Evanslea Station and a storeroom from Silverwood Station. The architectural style of the buildings suggests that probably they date to no earlier than 1910. The core of the goods shed appears to date to 1884-85. Originally 101 feet (30.8 metres) long, the shed was quite large and this is indicative of the high goods traffic passing through the station initially. In February 1963, approval was given to reduce the length of the shed to 45 feet (13.7 metres). Material recovered was used for repairs to the building. A contract for the station master's house, still extant on the site, was let on 19 July 1884 to Warren Brothers, the well-known building and architectural firm based in Roma and was likely completed by the time the Mitchell Station was opened in January 1885. Warren Brothers erected many government buildings in the Roma district including the Roads and Lands Office at Roma (1878), the Court House at Surat (1878-79) and the railway buildings at Roma (1880). The Mitchell station master's house may be a prototype for a later Queensland Rail standard design since its design is similar to Queensland Rail's architectural standard for first class station masters' houses in 1889. By as early as 1894 this standard had changed and in 1917 the Mitchell residence was recorded as a third class station master's house. The architect responsible for the standard design for first class station master's houses was Henrik Hansen. Born in Denmark in 1843, Hansen had emigrated to Australia by 1877, when he was practising as an architect in Maryborough. Between October 1877 and 1904, he was employed in the Chief Engineers Branch of the Queensland Railway's Southern Division. In this position, he was responsible for the design of many standard railway buildings including station masters' residences. Minor modifications to the station master's residence in the 20th century included the removal of the original brick chimney and replacement with an iron stove recess c1945

and extension of the awning over the northeastern side verandah in 1963. After Charleville Station opened in 1888, the Carriage and Engine sheds at Mitchell Station were moved to Charleville. Of these two buildings, the engine shed remained intact until 2003 when it was blown down in a severe windstorm. Since the station was first opened in 1885, accommodation for train and maintenance crews has been erected on the site. In the 1950s, train crews were quartered at Mitchell to relieve crews travelling from Roma and Charleville. A modified goods shed and two fettlers' cottages were moved to the site to accommodate crews. By 1961 there were 12 residential buildings on the site providing accommodation for maintenance and operations staff. Currently, there are only three residential buildings, comprising the station master's house and two more recent houses.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Late 19th century (1870s - 1890s)

1884 - 1933

Description

Mitchell Railway Station is located on Oxford Street, on the western edge of Mitchell township. The buildings and structures of cultural heritage significance include the passenger station (c1910 moved to the station c1933) the goods shed (1884-85 with substantial later modifications) and the station master's house (1884). The passenger station is located on the southern side of the railway tracks and faces Oxford Street. The goods shed is immediately opposite the passenger station on the northern side of the tracks. Over 100 metres away from these structures towards the north, is the station master's house located on a separate allotment accessed from Ann Road. Passenger Station The passenger station is a narrow building, timber-framed and clad in weatherboards, set on concrete stumps. It has a gabled roof of corrugated iron. A small extension to the south west of the building has a skillion roof. . The south eastern elevation of the building faces the road. A set of double, framed and boarded doors provide the only access through this elevation. These open out onto a small loading platform and give access into the store room at the south western end of the building. Four timber framed, vertical sliding windows are distributed along the elevation to the east of the doors. A fifth window opening into the lavatory at the north eastern end is louvred. The ends of the building are each provided with a single window. A vertical sliding window is located roughly in the centre of the north eastern end and a small louvred window is fitted in the middle of the other end near the top. The

platform extends along the length of the north western elevation. A series of doors and openings give access onto the platform. The waiting room is enclosed on three sides only. The fourth side is open to the platform and this forms the largest opening on the platform elevation. Single doors provide access to the records room and the male lavatory, two single doors open into the station office and a double door opens into the store. With the exception of the door into the male lavatory, the single doors are paneled, with the top panels of the doors into the office glassed. The double doors into the store are framed and boarded. Two vertical sliding windows open into the office. Access into the women's lavatory is via a single door from the waiting shed. The roof of the building extends over the platform. A series of horizontal timber members extend from the wall out to the rafters over the platform. The space between the members and the rafters is in-filled with vertical slats. Short straight timber brackets extend from the mid-point of the horizontal member down to the wall at an angle of approximately 45°. With the exception of the store room and men's lavatory, the internal rooms of the station are all lined. The women's lavatory, store room and waiting shed at the north eastern end are lined with vertical boards and the office with fibro or plaster board. Timber benches are fixed to two of the walls in the waiting shed.

**Goods shed** The goods shed is a large timber framed structure, clad in corrugated iron. It has a gabled roof with wide eaves. On the north western elevation, two large ledge and brace sliding doors provide road transport access to an internal loading bay. A raised timber platform fills most of the interior of the shed. The concrete floored loading bay is the only section of the floor which is at ground level. Outside the shed on the south eastern side, a raised timber platform runs along the rail tracks almost the full length of the elevation. Two large ledge and brace timber sliding doors open onto this platform.

**Station Master's House** The station master's house is a timber-framed building clad with weatherboards, sitting on short concrete stumps. It comprises an L-shaped, five-roomed core with a central hallway; a separately roofed, semi-detached kitchen; and a later skillion-roofed laundry along the southwest side, between the kitchen and the main house, resting on a concrete slab. All the roofs are clad with corrugated galvanised iron. The core of the house has a gabled roof over the front four rooms with a hipped roof extending at the back of the house along the northeast side, to accommodate a fifth room and a passage leading to the kitchen. There are separately roofed verandahs to the front and sides of the core. These have a two-rail balustrade and simple timber brackets to the verandah posts. The verandah along the southwest side has been enclosed at a later date to accommodate a bathroom and toilet. The north western elevation is the front of the house. Access is gained to the verandah via a short, centrally positioned staircase opposite a four-paneled front door. On either side of the front door is a double-hung sash window with four lights. The northeastern verandah roof is

extended by a skillion, approximately one metre wide, running the full length of the elevation. The extended roof is supported by a series of horizontal members extending from the verandah posts out to the rafters. Short straight timber brackets extend from the mid-point of each horizontal member down to the posts at an angle of approximately 45o. The space between the members and the rafters are in-filled with vertical slats. Two double-hung sash windows and a set of French doors (which open into the rear bedroom) are spaced evenly along the elevation. The kitchen at the rear of the house has a projecting stove recess, clad with curved corrugated iron, in the south west elevation. Rear access to the house is gained through a door in the centre of the south east elevation of the kitchen building. The approach to the door is via a short staircase running parallel to the wall and ending on a small landing covered by a skillion roof. There is a double-hung sash window with four lights to the right of the door and a single set of later louvres to the left of the door. A corrugated iron tank on a tank-stand is located adjacent to the north eastern end of the kitchen. The interior linings and fittings of the house appear to be of fairly recent origin. In the laundry, the north eastern interior wall (formerly an external wall of the house) is clad in weatherboards. The kitchen is fitted with built-in cupboards, sink and stove of fairly recent origin, but there is also an early wood stove in the iron stove recess. The house is located on a separate allotment to the rest of the station buildings. A weld-mesh fence encloses the block. The allotment is almost bare of vegetation except for an assortment of small shrubs and trees growing mostly at the rear of the block. A steel carport and garden shed of recent origin are located to the south west of the house. These are not considered to be of cultural heritage significance.

Keywords

Keywords

Images and Maps

Images





## Mitchell State School (1914 Building)

### Place Details

Place ID	601076
Place Name	Mitchell State School (1914 Building)
Alternative Name	
Place Classification	Landscape Built
Place Category	Education, Research, Scientific Facility
Place Type	School - state (primary)
Place Components	School/School room Garden/Grounds

### Location

Property Name	
Address	105 Cambridge Street
Town / Suburb	MITCHELL
Post Code	4465
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance	1870s-1910s (historical) 1910s-1920s (fabric) 1913 ongoing (social)
Criterion A	The Mitchell State School (1914 building), the earliest remaining school building in Mitchell.
Criterion D	The timber architecture is typical in both layout and detail of early 20th century classroom accommodation designed by the State Works Department.
Criterion G	The Mitchell State School (1914 building), the earliest remaining school building in Mitchell, has a strong association with the Mitchell community.

### History

History	This timber building was erected in 1914, and replaced a building erected in 1880. The Mitchell Downs run was taken up during the 1850s. A Post Office opened at Mitchell Downs in 1865, mail services commencing for the surrounding district at this time. The Reserve for the town of Mitchell was gazetted in 1869, on the site of the Mitchell Downs head station, the owners having erected another homestead further west. The Division of Booringa was gazetted in 1879 and Mitchell became the administrative centre for the Division and later the Shire. The Western Railway line was extended to Mitchell in 1885, and Mitchell consolidated its position as the business centre of the surrounding pastoral district. A provisional school for 20 pupils was established at Mitchell in 1876. A new school building and residence were completed by contractors Joseph and John Warren for £470 in 1880, by which time there were 66 pupils. The building consisted of 2 rooms with
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verandahs at the front and rear. The building was raised and reroofed in 1911. By 1913 the school enrolment numbered just over 200, and complaints were received regarding the inadequacy of the existing building. Plans were prepared, and a new building was mostly completed in 1914 by contractor GP Williams for £1 351. During construction of the new building, lessons were taught in the old residence and the playsheds, and held in the supper room of the Shire Hall during winter. The new building was described as "A modern compact wooden building placed on high stumps with area under concreted, and batten enclosed. A glazed partition divides the infants' and main school rooms, both of which are cove-ceiled with stamped metal. Large gable windows, dormer and high verandah lights, give ample lighting and ventilation." The former school building was sold in 1914. The school residence was removed in 1915, and replaced by the present residence, completed in 1919. Records indicate that the balance of the building was completed by 1920, in particular, inclusion of the dormer lights and metal ceiling. By the late 1940s the building appears to have been divided into three rooms, and a teachers room added to the south eastern side of the building. Crowded and unsatisfactory teaching conditions by 1950 prompted proposals for major alterations, including the removal of the existing verandah and teachers room and their re-erection on the northwestern side of the building, and an extension to the classroom area at the western end of the building. It does not appear however, that these proposals were ever followed through. A portion of the northwestern verandah was enclosed in 1959 to form a library room, and by the early 1980s the library occupied a large former classroom area. From the early 1900s, the garden appears to have been a focus of school activity, with mention made of experiments in wheat culture and experimental plot and flower gardens. References to project clubs date from the mid 1940s, and included clubs associated with fruit, vegetables, flowers, bee keeping and poultry. Accommodation for Vocational Education classes was provided in 1922, by enclosing a shed in the school yard. In 1949, the school on the Aboriginal Reserve was closed, and the building moved to the Mitchell State School where it was converted for domestic science and manual training classes. This building has been removed from the site. Other additions to the school undertaken from the 1950s, have included the erection of additional primary school facilities, the addition of a wing for secondary school classes, the erection of a new building for home economics and manual arts, and a new administration block.

Description	
Designer Name	Department of Public Works
Style	Classical
Period	Late 19th century (1870s - 1890s)
Builder Name	Williams, GP
Construction Period	1913 - 1920

Constuction Method Frame - timber  
Fabric (Exterior Structure) Timber - weatherboard  
Fabric (Roof) Metal sheeting - corrugated iron  
Roof Form Gabled

Description

The 1914 school building, now known as Block A, is located on the School reserve bounded by Oxford, Ann, Margaret and Cambridge Streets. Positioned at the centre of the school complex, the north western verandah of the building now forms part of the circulation between newer adjoining buildings. A single storeyed building elevated on concrete stumps, the school is a timber framed structure with weatherboard walls and a corrugated iron roof. The former classroom area is rectangular in plan, with verandahs running along the full extent of the longer north western and south eastern facades. Outside the basic rectangle is the former teachers room, which is positioned in the centre of the south eastern facade abutting the adjacent verandah. A large gable roof covers the former classrooms and verandahs while a smaller gable, protruding from the centre of the main roof, covers the former teachers room. An ornate ventilator is mounted centrally on the ridge of the main roof. Below the ventilator on both sides of the roof are banks of dormer windows. A number of roof lights have been more recently added to the roof. The former teachers room is accessed from the south eastern verandah. On both sides of this room are external timber staircases which connect the elevated verandah with the ground. The south eastern verandah is now enclosed with small rooms built into both ends. A single timber staircase leads to the centre of the north western verandah which has been partly enclosed. Casement windows, positioned symmetrically in the gable ends, are protected by timber framed awnings. The former classroom area features a coved pressed metal ceiling. The concrete play area under the building is partly enclosed by corrugated iron screen walls and timber battens.

Keywords  
Keywords

Images and Maps

Images



## Mitchell War Memorial

### Place Details

Place ID	600038
Place Name	Mitchell War Memorial
Alternative Name	
Place Classification	Built
Place Category	Monuments and Memorials
Place Type	Memorial/Monument - war
Place Components	Memorial/Monument Memorial surrounds/railings

### Location

Property Name	
Address	Cambridge Street
Town / Suburb	MITCHELL
Post Code	4465
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1927- (social) 1920s (historical) 1927 (fabric)

War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War. The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period.

Criterion A

Criterion B

Criterion D

Criterion E

Criterion G

Criterion H

### History

### History

The memorial is an unusual design and is the only one of its type in Queensland

Erected in 1927, the war memorial at Mitchell demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements.

It is of aesthetic significance for its high level of workmanship, materials and design.

It has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event.

It also has special association with monumental masonry firm, A L Petrie and Son as an example of their workmanship.

The Mitchell War Memorial was unveiled in 1927. It was designed and produced by monumental masonry firm A L Petrie of Toowong, Brisbane and honours the 51 local fallen of the First World War. It cost £464, which was raised by local residents. The

Mitchell Downs run was taken up during the 1850s. A Post Office opened at Mitchell Downs in 1865 with mail services commencing for the surrounding district at this time. The Reserve for the town of Mitchell was gazetted in 1869, on the site of the Mitchell Downs head station, the owners having erected another homestead further west. The Division of Booringa was gazetted in 1879 and Mitchell became the administrative centre for the Division and later the Shire. The Western Railway line was extended to Mitchell in 1885, and Mitchell consolidated its position as the business centre of the surrounding pastoral district. Australia, and Queensland in particular, had few civic monuments before the First World War. The memorials erected in its wake became our first national monuments, recording the devastating impact of the war on a young nation. Australia lost 60 000 from a population of about 4 million, representing one in five of those who served. No previous or subsequent war has made such an impact on the nation. Even before the end of the war, memorials became a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as grave sites, substitute graves for the Australians whose bodies lay in battlefield cemeteries in Europe and the Middle East. British policy decreed that the Empire war dead were to be buried where they fell. The word 'cenotaph', commonly applied to war memorials at the time, literally means 'empty tomb'. Australian war memorials are distinctive in that they commemorate not only the dead. Australians were proud that their first great national army, unlike other belligerent armies, was composed entirely of volunteers, men worthy of honour whether or not they paid the supreme sacrifice. Many memorials honour all who served from a locality, not just the dead, providing valuable evidence of community involvement in the war. Such evidence is not readily obtainable from military records, or from state or national listings, where names are categorised alphabetically or by military unit. Australian war memorials are also valuable evidence of imperial and national loyalties, at the time, not seen as conflicting; the skills of local stonemasons, metalworkers and architects; and of popular taste. In Queensland, the soldier statue was the popular choice of memorial, whereas the obelisk predominated in the southern states, possibly a reflection of Queensland's larger working-class population and a lesser involvement of architects. Many of the First World War monuments have been updated to record local involvement in later conflicts, and some have fallen victim to unsympathetic re-location and repair. There were many different types of memorials erected in Queensland, however this is the only known one of this design. The design is unusual, as are the materials. The memorial was made and presumably designed by the Brisbane monumental masonry firm of A L Petrie and Son. At this time, they were the largest monumental masonry firm in Queensland and supplied many memorials throughout the state.

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Construction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Interwar period (1920s - 1930s)

1927 - 1927

Description

The First World War Memorial is located in a park setting and is surrounded by cast iron posts with decorative finials. The sandstone and granite memorial sits on a stepped concrete base with the cast iron posts fixed into the lower step. Above this is a smooth faced step capped with a cyma recta moulding. The front face bears the words Their Name Liveth Forever More. Surmounting the base is a smooth faced step with a chamfered central section on each face. The non-chamfered corners provide bases for columns with Doric order capitals and bases which surround a recessed plates of red polished granite. The plates bear an inscription and the cut and (originally) gilded names of the 51 local fallen from the First World War. The uppermost section of the front plate bears a AIF badge. The four columns support a large entablature comprising a smooth faced fascia and a concave cornice. Each corner is surmounted by large acroteria. Positioned in the centre of the entablature is a red granite column which sits on a square base step. It has a simply moulded base and no capital and is capped by a polished red granite sphere.

Keywords  
Keywords

Images and Maps

Images



## War Memorial and Heroes Avenue

### Place Details

Place ID 600824  
Place Name War Memorial and Heroes Avenue  
Alternative Name  
Place Classification Landscape  
Built  
Place Category Monuments and Memorials  
Place Type Memorial/Monument - war  
Park / Green space  
Memorial - plaque  
Memorial - cairn

### Place Components

Memorial - tree/avenue of trees  
Tree groups - avenue of  
Trees of social, historic or special significance  
Pathway/Walkway  
Memorial - cenotaph

### Location

Property Name  
Address Wyndham Street  
Town / Suburb ROMA  
Post Code 4455  
LGA ROMA REGIONAL COUNCIL  
Context Study Region Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1920- (social) 1920,1938, 1983 (historical) 1920s-1930s (fabric)

### Criterion A

War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War. The Roma avenue of trees was planted by 1920, and the 'cenotaph' was erected in 1938.

### Criterion B

Avenues of trees as memorials, and particularly those where each tree is attributed to a particular fallen serviceman are uncommon in Queensland. Most memorials erected during or after the First World War were of the monumental type.

### Criterion D

The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period. It demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements

### Criterion E

The war memorial planting is arguably one of the most impressive in Queensland and is of aesthetic significance as a dominant

landmark in the town.

Criterion G

It has a strong and continuing association with the community as evidence of the impact of a major historic event and as the focal point for the remembrance of that event.

History

The Roma War Memorial was completed in two stages; the avenues of trees followed by the cenotaph. The Heroes Avenue of 93 bottle trees (*Brachychiton rupestre*) was planted by 1920 and was the initial memorial to those in the First World War. Each tree originally bore a brass plaque stating the name of one of the 93 local men who fell during the First World War. Only one of these plaques survives, now on a cairn which was dedicated by the Roma RSL sub-branch on Remembrance Day, 1983. The cairn is located outside the Post Office near the corner of McDowell and Wyndham Streets. It also provides information regarding the rows of bottle trees and lists the 93 names originally displayed on the trees. Some of the original trees have been replaced and some have been removed to allow for increases in traffic. The impetus for the Heroes Avenue began with the Mayor of Roma, Alderman Miscamble who had been impressed by avenues of memorial trees in southern states. The bottle tree was selected as it was a species commonly associated with Roma and it is thought that the first was planted in 1918 to commemorate the death of local soldier Lt Cpl Norman Saunders who was killed in France in 1916. This is the tree located outside the Post Office and known locally as the Tree of Knowledge. Trees were planted to commemorate subsequent deaths and although the plaques have disappeared each tree still retains its association with a particular soldier. The Cenotaph is located in Queen's Park and was commissioned by the Local Repatriation Committee. It was unveiled on Anzac Day, 1938 by Colonel Sir Donald Cameron and honours the 93 local men who fell in the First World War (the same names that were originally recorded on the trees) and the 39 who fell in the Second World War. The erection of the cenotaph was delayed as the Committee's first priority was to provide for the welfare of returned soldiers. A memorial honour board had already been erected by the committee in the Town Hall. Planted behind the monument are nine pine trees which were grown from seeds allegedly collected at Lone Pine, Gallipoli. The traditional ANZAC Day march moved from the Railway station to the cenotaph in Queen's Park. Australia, and Queensland in particular, had few civic monuments before the First World War. The memorials erected in its wake became our first national monuments, recording the devastating impact of the war on a young nation. Australia lost 60 000 from a population of about 4 million, representing one in five of those who served. No previous or subsequent war has made such an impact on the nation. Even before the end of the war, memorials became a spontaneous and highly visible expression of national grief. To those who erected them, they were as sacred as

History



grave sites, substitute graves for the Australians whose bodies lay in battlefield cemeteries in Europe and the Middle East. British policy decreed that the Empire war dead were to be buried where they fell. The word 'cenotaph', commonly applied to war memorials at the time, literally means 'empty tomb'. Australian war memorials are distinctive in that they commemorate not only the dead. Australians were proud that their first great national army, unlike other belligerent armies, was composed entirely of volunteers, men worthy of honour whether or not they paid the supreme sacrifice. Many memorials honour all who served from a locality, not just the dead, providing valuable evidence of community involvement in the war. Such evidence is not readily obtainable from military records, or from state or national listings, where names are categorised alphabetically or by military unit. Australian war memorials are also valuable evidence of imperial and national loyalties, at the time, not seen as conflicting; the skills of local stonemasons, metalworkers and architects; and of popular taste. In Queensland, the soldier statue was the popular choice of memorial, whereas the obelisk predominated in the southern states, possibly a reflection of Queensland's larger working-class population and a lesser involvement of architects. Many of the First World War monuments have been updated to record local involvement in later conflicts, and some have fallen victim to unsympathetic re-location and repair.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Interwar period (1920s - 1930s)

1920 - 1983

Description

The First World War Memorial encompasses a large area and comprises the avenues of trees, the cairn and the cenotaph. The avenue of trees begins at The Railway Station, turns right into Wyndham Street and left into Bungil Street ending just after the intersection with Hawthorne Street. There are over 90 trees, all of which are bottle trees (*Brachychiton rupestre*) The cairn is located outside the Post Office and is a white painted concrete pillar with a large chamfer on the top corner. The chamfered face displays a bronze plaque with the names of the 93 local men who fell in the First World War. These names were originally located on plaques attached to each tree. The memorial located in Queen's Park comprises a cenotaph sitting on a slightly larger base, both of rock faced pale grey granite. The cenotaph has three leaded marble plaques which are recessed into the granite. The front face (facing Bungil Street) bears Laurence Binyon's ode 'To the Fallen' with a

bronze AIF badge above. The rear plaque bears the 93 names of the fallen with a bronze laurel wreath above. A later plaque has been added to the eastern side to commemorate the 39 local men who fell in the Second World War. The cenotaph is located in the centre of a paved area facing the end of the avenue of bottle trees. It is surrounded by a formal setting of kerbed paths and grassed areas. Encircling it is a semi-circle of nine pine trees which are allegedly grown from seeds collected from the Lone Pine at Gallipoli.

Keywords  
Keywords

Images and Maps

Images



## State Butchers Shop (former)

### Place Details

Place ID	602155
Place Name	State Butchers Shop (former) Bushell's Meats
Alternative Name	Dore & Donald Butchers Ladbrook's Butchery
Place Classification	Built
Place Category	Retail, Wholesale, Services
Place Type	Butcher's shop
Place Components	Cold room/Cold store Toilet block/Earth closet/Water closet

### Location

Property Name	
Address	75 Arthur Street
Town / Suburb	ROMA
Post Code	4455
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance	1919 (Fabric) 1910s-1920s (Historical)
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The Former State Butcher's Shop, Roma, erected in 1919, is important in illustrating the pattern of Queensland's history. In particular, the place is illustrative of the highly co-ordinated, state-wide system of State butcheries which provided cheaper meat to thousands of Queensland families in the years 1915-1929. During this period successive Queensland Labor governments established various State enterprises, with the network of State butcher's shops being among the more successful of these experiments. The Roma State Butcher's Shop was considered an important distribution centre for meat supplied from the State-owned Charleville Meatworks, which is illustrated in the construction of a substantial brick building with state-of-the-art butchery equipment and facilities.

Criterion A

Criterion B

The Roma shop was one of only six purpose-designed State butcher's shops constructed 1917-1923 - most of the State butcher's shops operated from leased or purchased premises - and was among the more substantial [full brick construction] of these.

Criterion D

The place has remained a butcher's shop, and is important in illustrating the principal characteristics of a purpose-designed State butcher's shop of its era.

### History

History

This single-storeyed brick shop was erected in 1919 for the Queensland Government as a purpose-designed State Butcher's

Shop. From 1915 to 1929, 90 State butcher's shops operated in Queensland for various periods, mostly in leased or purchased premises. The peak number of shops operating at any one time was 72, in 1922-23. The Roma shop was one of Queensland's few purpose-designed State butcheries, and one of the more substantial of the regional State butcher's shops. In 1915 TJ Ryan's Labor government won office in wartime Queensland on the strength of promises to improve living standards - principally by addressing the problems of high commodity prices, price-fixing and the emergence of monopolies. The Labor party in general and Ryan and his Treasurer, EG Theodore, in particular, advocated public ownership of key economic activities, in competition with private enterprise, but at fair prices. They argued that by operating at a reduced profit margin [the State butcher's shops average one-fifth of a penny profit on every pound of meat sold], the cost of goods and services provided by State-run enterprises would be reduced, and that the flow-on effect would be to reduce and stabilise prices for similar goods and services provided by the private sector. In the period 1915-1925 the Queensland Government instituted or acquired a diversity of business enterprises, including a State Insurance Office, a Public Curator's Office, the Golden Casket State Lottery, sawmills and joinery works, mining and fishing ventures [including a string of State Fish Shops], a hotel, a sugar mill, cold stores, plant nurseries, cattle stations and a network of butcher's shops, the process being formalised with the passing of the State Enterprises Act of 1918. These activities were part of a broader, pragmatic Labor platform which advocated State intervention in the private sector to protect individuals against capitalist exploitation, not as a means of involving workers in the control of production, or of raising wage levels. Labor politicians regarded State enterprise as 'State capitalism' rather than 'State socialism'. In 1915 cattle raising was one of the principal economic activities of the State, and meat was considered a staple food. Believing that all Queenslanders should have access to meat at fair prices, and needing to maintain a regular supply of cheap meat to the Allied fighting forces, the Ryan government introduced a State-wide system of State-owned butcher's shops which proved to be among the more successful of the numerous State enterprises. The first State butcher's shop was opened in Roma Street, Brisbane, on 12 November 1915, and soon other shops were established in Brisbane suburbs and in regional centres such as Rockhampton, Gympie, Townsville, Charters Towers, and Mount Morgan, following the railway lines via which frozen meat was distributed to the State butcheries. During the life of the scheme 90 shops were opened throughout the State. The town of Roma was established officially in 1862 to service the Maranoa pastoral district, and as a government administrative centre. With the extension of the railway to Roma and Charleville in the 1880s, linking Western Queensland to the coastal ports, Roma boomed, and emerged as an important regional centre. Roma was considered an important centre in the State-wide chain

of butcher's shops established by the Labor government from 1915. It was a substantial town serving a wide pastoral and agricultural district, and functioned as an important distribution centre for meat slaughtered at the State-owned Charleville Meatworks, further west along the railway. Toward the end of 1918 moves were made to open a State butcher's shop at Roma. In fairness to established butcheries, when the State intended to open a butcher's shop in a town or suburb, inspections were made of existing butcheries, to assess the possibility of State acquisition. At Roma, at least two butchers were keen to sell their business and/or premises, but inspection revealed that these shops were not sufficiently well-equipped, and recommendation was made to erect purpose-designed premises of the most up-to-date kind. The recommendation was accepted, but while an appropriate site for new premises was being sought, two State butcher's shops opened in Roma on 1 March 1919, in leased premises in Wyndham and Arthur Streets. By May 1919 a vacant allotment in Arthur Street had been resumed, and an adjacent allotment was purchased subsequently from Henry Hoffman. A cottage on this second land parcel was removed to Charleville Meatworks to make room for the construction of the State butcher's shop. Plans were prepared in the office of the Queensland Government Architect. The new building was completed by late October, and opened on 18 September 1919, at which time the leased shops in Arthur and Wyndham Streets were closed. The new premises was of brick construction, and at a cost of £4,061/13/3, was one of the more expensive of the purpose-built State butcher's shops. It contained an office, shop, breaking-down room, salting-room, cold room, country order department, store, and engine-room. In 1920, just over £300 was spent on stables. Only six purpose-designed butcher's shops were constructed in Queensland, each apparently built to an individual design: a retail butchery within the Central State Fish Market, South Brisbane [the markets were a substantial brick complex erected 1917-18 at a cost of over £45,500]; Booval State Butchery [erected c1919 at a cost of just over £600]; Roma State Butchery [brick, erected 1919 at a cost of just over £4,000 (this figure possibly includes plant)]; Ayr State Butchery [brick and wood, erected c1920 at a cost of just over £2,000]; Mackay State Butchery [fibrous-cement and wood, erected c1921 at a cost of just over £2,600]; and Walkerston State Butchery [erected 1922-23 at a cost of about £536]. Cold stores and additions were erected at various butcher's shops, but no other purpose-designed shop was constructed. Initially the State butcher's shops were supplied with frozen meat from meatworks companies, but from 1921 they purchased their own stock which they killed at their own slaughter-yards, ensuring that the State butcher's shops were supplied always with fresh meat at very competitive prices. It has not been established whether the Roma shop continued to be supplied from Charleville Meatworks. Despite benefits such as the provision of employment, assistance to small farmers and small

business, and the provision of cheaper meat to thousands, the State Enterprises scheme proved an economic failure. Some State enterprises had been purchased at an inflated price; others were located in unsuitable areas or were badly managed; others suffered the effects of economic recession, or of the mid-1920s drought. Following the passing of the Profiteering Prevention Act of 1920, other mechanisms were in place for controlling prices. By 1926, Labor premier William McCormack had declared publicly his intention of disposing of unprofitable State Enterprises, although little action was taken at the time. Some of the State butcher shops were disposed of in the period 1926-1928 [including the Roma shop], and when Labor was defeated at the 1929 election, the incoming Country/Progressive/Nationalist coalition government disposed of most of the remaining State Enterprises, including the 39 remaining State butcher's shops, which ceased trading as of 30 June 1929. In their 14 years of operation, the State butcher's shops sold over £5 million worth of meat and had made an overall profit to the Treasury of £185,000, but when interest and other charges were factored in, they lost about £6,000. However, this pales by comparison with the combined £2 million loss sustained by the State stations and the State-acquired Chillagoe railway, mines and smelter. The State butchery in Arthur Street, Roma, was sold in July 1928 to Roma butchers Dore and Donald Ltd. Edwin Arnold Donald, son of a Roma grazier, built up a successful butcher's business in Roma in the 1910s, and it appears to have been his two Roma shops which were leased briefly by the State Butcheries Department in 1919. The former Roma State Butcher's Shop remains a privately owned butchery. The original street awning supported on timber posts has been replaced with a cantilevered awning, and the shop front has been modernised. A small office, where customers paid for their meat, was removed when the front section of the shop was refurbished c1999.

Description	
Designer Name	Government Architect's Office
Style	
Period	World War I (1914 - 1919)
Builder Name	
Construction Period	1919 - 1919
Construction Method	Load-bearing brick
Fabric (Exterior Structure)	Brick - face
Fabric (Roof)	Metal sheeting - corrugated iron
Roof Form	Hipped gable
Description	The Former Roma State Butcher's Shop is located in Arthur Street, Roma, in the town centre, south of the intersection with McDowall Street. It is a rectangular, single-storeyed brick building with a gabled roof to the front [east] elevation and hipped gable roof to the rear [west] elevation. There is a hipped roof wing on the south side. All roofs are covered in corrugated iron. To the rear of the wing is a modern car/van port structure. The front [east] elevation has a

decorative gable comprising evenly spaced vertical painted timbers on plaster. Centrally placed in the gable is a timber louvred ventilation panel. There is a cantilevered awning, with a cloth 'Dutch style' blind on the south side, beneath which is a modern aluminium shopfront. To the south side there are two original high level windows, now blocked-in. The hipped roof wing, originally open, is now partly built in by a brick wall with a window, with the remainder enclosed in vertical metal sheeting. There is a decorative timber trellis screen fence to the street [east] elevation of the wing. The van/car port is a flat roof metal structure with vertical metal cladding to the south side. In the wall beneath this structure there is a timber door with a skylight over, either side of which are 4:4 pane timber vertical sash windows. To the rear [north] elevation there is a timber lean-to structure clad in weatherboarding, with a centrally placed opening. The rear brick wall of the building is painted with a centrally placed door. In the west side wall there are 3 closely spaced 4:4 pane timber vertical sash windows at the northern end, a door, and two original high level windows, now blocked in, at the southern end. The external brickwork is a combination of stretcher bond to the front and sides of the building, indicating cavity construction, and English bond to the rear, indicating solid wall construction. Internally there is an L-shaped shop area with modern counters. There is a door from this area into a large cold room store on the north side and a door into the meat preparation area. Beyond the preparation area is a store/staff room area. The c1920 stables do not survive. There is a small detached toilet block to the northeast corner of the building, but no other structures. The south side of the site has an access road leading to parking at the rear. There is a car width access way along the north side.

Keywords

Keywords

Images and Maps

Images



## Roma Court House and Police Buildings

### Place Details

Place ID	601285
Place Name	Roma Court House and Police Buildings
Alternative Name	
Place Classification	Landscape Built
Place Category	Law/Order, Immigration, Customs, Quarantine
Place Type	Courthouse - magistrates/court of petty sessions Court house Cell block
Place Components	Trees of social, historic or special significance Police station Roof/Ridge ventilator/s / Flèche/s

### Location

Property Name	
Address	McDowall Street
Town / Suburb	ROMA
Post Code	4455
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance	1900s-1920s (historical) 1900s-1930s (fabric incl bottle trees) 1900 ongoing (social) The Roma Court House was constructed in 1900-01 and the Police Buildings in 1919. The Roma Court House and Police Buildings reflect the development of Roma, a pastoral service town, and the establishment of government administration for the prosperous surrounding district, in the late 19th and early 20th centuries. The large masonry form of the Roma Court House is indicative of the relevant importance of Roma in relation to other towns in western Queensland. The Police Buildings reflect the multi-functional use of the police reserve to accommodate residences, official duties and remand facilities.
Criterion A	The Roma Court House and Police Buildings are good examples of Queensland Public Works court house and police buildings design in the late 19th and early 20th centuries.
Criterion D	The Roma Court House and Police Buildings are of considerable aesthetic significance due to their landmark qualities and for their high degree of design and workmanship.
Criterion E	The site of Roma Court House and Police Buildings is significant for a long association with law and order and the dispensing of justice in Roma since 1866. The Roma Court House and Police Buildings are an important community focus in the township of Roma, connecting the local and district community to governance in the Maranoa District of south western Queensland. The monument
Criterion G	



commemorating the first town council is evidence of the importance of this site to the community.

Criterion H

Roma Court House has a strong association with important architect John Smith Murdoch, as an example of the development of his work.

History

The Roma Court House is a rendered masonry building located on a triangular block facing McDowall Street. It was constructed between 1900 and 1901 and was designed by John Smith Murdoch, the Second Assistant Architect of the Queensland Works Department. The Police Buildings were completed in 1919 as the Roma police station, barracks, offices and cell block, servicing the Roma district. The Roma Police Buildings are simple single-storeyed timber buildings adjacent to the Roma Court House, also facing McDowall street. Roma was the principal town of the Mount Abundance district, which was established as a pastoral and agricultural region after exploration by Thomas Mitchell, New South Wales Surveyor General in 1846. It was originally settled by squatters, who established it as primarily a sheep grazing area. The township of Roma was proclaimed in September 1862, the first town formed in Queensland after separation. Roma was named after Lady Bowen, wife of the first Governor of Queensland, Sir George Ferguson Bowen. She was the daughter of a Governor of the Ionian Islands and her maiden name was Countess Diamantina Georgina Roma. Surveyor McDowall laid out the town reserving a section for public buildings bounded by Bungil, Charles, McDowall and Gregory streets. The first land sales were held in September 1863. The town of Roma was declared a municipality in 1867. The growth in Roma's economy and population was matched by similar development in the administration of law and order in the town.

Court House Context: Over 145 Court Houses were constructed in Queensland between separation in 1859 and 1900. There was considerable variation in the types and size of structures, ranging from the slab construction in Cunnamulla in 1869 to the (masonry?) Supreme Court in Rockhampton in 1887. In the first course of construction, between 1860 and 1874, the government established 40 court houses in the initial establishment phase of townships. Between 1875 and 1890 the growth in Queensland's economy and population continued and the corresponding construction of court houses proceeded in newly formed townships. The marked difference in this second phase in development was the significant improvement in the quality of the built form. This period also saw the replacement of the temporary constructions of the earlier period. The 1890s saw a decrease in the building of court houses; an average of two buildings per year were completed in the ten years to federation. The Roma Court House: In 1865, a reserve for court and police purposes was selected, on the hill west of the town centre. This reserve was bounded by McDowall, May (now Souter), Queen and Albert

History

Streets. The latter street once connected Albert and Spencer Streets. It was on this site that the first Roma court house was completed in 1866. [From 1863 local magistrates had conducted court hearings in rented premises.] The first court house faced Albert Street, and was a small timber building, extended in 1884 to accommodate sittings of the Supreme Court in circuit. This first court house was the site of the first meeting of the Roma Town Council on 10 August 1867. A simple concrete monument mounted with a granite tablet and plaque, commemorating this event, is located at the front of the Police Station in McDowall Street. It was erected during centenary celebrations in 1967 and was unveiled by Gwydir Laycock, former chairman of the Bungil Shire Council. Roma flourished with the advent of the railway in the 1880s, ensuring the efficient transportation of stock and produce to the coastal ports. The vast artesian basin was tapped in Queensland in the late 1880s and early 1890s, securing an alternate water supply for cattle and sheep. Consistent with the growth of the Maranoa district was the increasing demand for justice administration. During this period cases heard in the various courts held at Roma increased from approximately 210 in 1892 to 280 in 1898. Roma's 1866 court house was replaced in 1901 with a new building erected a little to the east, on a new reserve for court house purposes gazetted in 1900. The court house reserve was created by combining a market reserve, at the corner of McDowall and Queen Streets, with part of the Albert Street road reserve which had been incorporated with the police reserve in 1883. The Roma Court House was designed by John Smith Murdoch who at the time was the Second Assistant Architect, responsible for the designing and drafting staff, of the Queensland Department of Public Works. Murdoch arrived in Australia from Scotland, originally working in Melbourne. He began working for the Queensland Department of Public Works in the mid 1880s, leaving temporarily to practice privately with John Hall and Sons, before returning in the mid 1890s. Murdoch later went on to become the first Commonwealth Government Architect in 1919. The original 1899 design for the new Court House was to be of timber, based on a H shaped design. However, the township of Roma demanded a court house that reflected the Western Districts' growth in population, economic importance and political power. The community thought a grand architectural gesture more appropriate than the planned building. The plans were altered to accommodate brick, thought to be more substantial and lasting. The laying of the foundation stone was performed in a ceremony by the Mayor of Roma, Alderman J.M. Hunter on 4 September 1900. The building was completed in December 1901 for a cost of £5964. The new court house was built along side the old, allowing the legal and police activities to continue during construction. After the 1866 building was vacated by the court in 1902, it was converted to constables quarters and was finally removed from the site in 1931. The major consideration in the design and planning of the 1900-01

Court House was the allowance for the correct movement of people in the building and the separation of the different groups involved in the judicial process. The verandahs and arcades allowed for specific delineated entrances to the buildings. Jurors and barristers entered the court house by an alternative route to the public on their way to the public spaces. Judges and the Attorney General had a private entrance and lobby via the rear verandah. The Police Magistrate and barristers could also access their rooms from this verandah. The prisoners would be brought directly from the police cells to the court room through the side arcade door. The separate female and male witness rooms, were located at the front of the Court House to avoid hearing previous evidence before making their testimony. With consideration for the harsh western climate a detailed and technical ventilation system was constructed in the Roma Court House. Conventional cast iron wall ventilators were combined with Tobin's Tubes to carry cool air from beneath the building into the court room. Boyles roof ventilation using an air pump ventilator, connected by an iron shaft to a bell mouth over a ceiling ventilator, extracted the hot air from the building. Fireplaces were incorporated to provide heating in the winter. In May 1931 trees were planted to beautify the Roma Court House grounds as part of the Unemployment Relief Scheme. In January 1934 five bottle trees, Kurrajong and other indigenous trees were added to the grounds. The bottle trees at the front of the building replaced the original picket fence and match the trees planted as part of Heroes Avenue [600824] to serve as a memorial to the Roma residents who enlisted in the First World War. It is not clear whether these trees were planted to serve a commemorative function. The interior of the court room was extensively altered in the 1960s with the addition of a false ceiling and updating of the fixtures and the furniture. The new ceiling effectively blocked the clerestory windows and covered the domed roof, altering the patterns of light and ventilation. It is probable that the original masonry parapets on the rear of the buildings were removed during the recladding of the roof during these alterations. In 1973, alterations to the main court room to accommodate the clerk of court in the front section of the building, including the former witness rooms, was carried out. Air conditioning was added in 1978. The Police Buildings: The Police Buildings, which are single-storeyed timber structures, were erected in 1919. They comprise offices and barracks, addressing McDowall Street, and a cell block at the rear of the Police Reserve. A lock up was the first purpose built police building in Roma, completed during the construction of the first court house in 1866. In 1868, a gaol servicing the wider region, was located on a separate reserve at the corner of Souter and McDowall Streets, adjacent to the court house and lock up. The gaol was closed in 1923 and the site is now occupied by three police residences. The first Roma police station was built in 1885 and was located to the north of the 1866 court house, facing Albert Street. The building provided both accommodation for

police and office space for official duties. Prior to the completion of the station, police were accommodated in timber huts, private lodgings or a choice of Roma's many public establishments. The 1885 police station was replaced in 1919 with a new police station and barracks facing McDowall street, on the site of the 1866 court house. At this time, the first police station was converted to Senior Sergeants quarters and removed or demolished in 1957. The 1919 Police Station was designed by the office of the Queensland Government Architect. It was a modified E shape, that incorporated climatic design considerations and classical architecture features. A single-storeyed structure, the design separates the official police duties from the residential accommodation. A covered way and garden acts to both link and separate the two buildings and their relative functions. The police barracks are housed in the western building with the offices of the senior sergeant and the sub inspector housed in the eastern building. The design of the barracks indicates the improvement of living conditions for members of the force in comparison with the rudimentary conditions of the late 19th century and early 20th century. It incorporates dormitory, a billiard room, kitchen and cook's room and a generous dining area on the rear verandah. The use of lattice work on the rear verandah ventilated the dining space. The preference for single men as constables is indicated by the dormitory style quarters. During 1962 there were major additions, alterations and spatial reconfiguration of the Police Buildings. New concrete stumps and weatherboards were installed and a new store was added to the western back corner of the McDowall Street building. The conversion of the police barracks to act only as a police station occurred at this time, the new arrangement of the spaces in the building was associated with this change. New toilets were installed in 1970; a covered work bay was added in 1978; and a tea room in 1979. A cell block consisting of four cells, each 12 ft by 8 ft facing a verandah, was constructed at the same time as the 1919 Police Station. This building was used for remand of prisoners before trial or awaiting transfer to larger correctional facilities. In 1962, two new cells were added to the building, providing an extra female cell and a female toilet. In the western section of the building, two cells were converted to a charge room and records room; and a male toilet. In 1998 this building was repositioned on the police reserve to accommodate the construction of a new watch house.

Description	
Designer Name	
Style	
Period	Early 20th century I (1900s - 1910s)
Builder Name	
Construction Period	1900 - 1919
Constuction Method	
Fabric (Exterior Structure)	

Fabric (Roof)  
Roof Form

Description

Roma Court House: Roma Court House is located on a triangular block bounded by McDowall and Queen Streets and the Police Reserve. The building faces south toward McDowall Street and is aligned to this street. It is a single-storeyed rendered masonry building designed in a style that is influenced by Federation Free Style. Together with the adjoining police buildings, it forms a precinct of justice administration. The H shaped plan incorporates the entrance facade, the court room which dominates the form of the building and rear wings. The symmetrical form of the entrance facade incorporates a prominent central curved vestibule, with four approach steps. The vestibule has four columns, two pilasters and entablature of the ionic order. The main entrance is double doors with 4 panels and is crowned by a Queensland coat of arms. Ornate notice boards are located either side of the door. The vestibule is flanked on the east and west sides by rooms featuring double hung windows, with semi circular fanlights, facing McDowall street. The entablature is continued around the front facade of the building. The entablature, string courses and window heads are cement rendered with a ruled render surface continued throughout externally. Three clerestory windows are situated above the arcades either side of the building. Each window has five panes and a timber louvred panel. Three air conditioning units are located on the western arcade roof. Paired narrow double hung windows face south from the wings. The rear verandah is partially enclosed with fibro cladding and louvred and aluminium frame windows. The verandah provides access to the office spaces. Arcades provide additional entrance points to the court room, the front rooms and the symmetrical east and west wings. The east side wing comprises a lobby area, Jury room and crown solicitors office. The west side wing comprises a lobby area, and the offices of the court of petty sessions and the police magistrate. Behind the court room, the Judges chamber and the office of the Attorney General are located. No room is larger than the central courtroom. The 1973 remodelling of the court room space created a clerk of the court public office that occupies the front section of the building. The main court room has a suspended ceiling and all original furniture has been replaced. The interior retains original decorative architraves, and other original details such as joinery and fireplaces are evident in some areas. The rolled galvanised iron roof has five tall chimneys and seven roof ventilators of varied size. The court room roof is raised above both the roof of the rear and front sections. The separate flat arcade roofing at the half elevation maintains access for light and ventilation through the clerestory windows. The roof is a gable hipped, with ventilator louvres in the gablets and corresponding smaller gablets cap the east and west wings. A small forward projecting gablet proclaims the arched entrance to the rear verandah. A masonry toilet block is located at the rear of the building. Five bottle trees [*Brachychiton rupestris*],

Kurrajong [*Brachychiton populensis*] and other indigenous trees are located in the court house grounds. A simple flagpole is centrally located in front of the main entrance to the building.

**Police Buildings:** The Police Buildings are located in the Police Reserve on McDowall street adjacent to the west of the Roma Court House. The Police Buildings comprise a timber police station and a timber cell block/lock up. The police station is a combination of two separate single-storeyed timber buildings with corrugated iron roofing, connected by a covered way. The Police Station faces south and is aligned to McDowall Street. The cell block is located at the rear of the Police Station and the 1998 watch house. A modified E shape plan incorporates two buildings connected by a covered way. The western building is weatherboard clad with a hipped corrugated iron roof. A verandah runs the breadth of the building and has been enclosed at each end creating two rooms which are entered from the verandah. The verandah has paired verandah posts and timber rail balustrade. Four timber approach steps are off centre and directly access the main entrance door to the police station. A faceted bay window protrudes onto the verandah space. An eyelid dormer window with four small fixed casements is located above the bay window. A decorative fleche is centred on the roof ridge, aligned with the dormer and bay windows. The eastern, smaller building, is asymmetrical. Seven timber approach steps, with a simple iron balustrade led to a forward projecting gabled porch. Paired aluminium doors provide entrance to the screened verandah. The front verandah has paired verandah posts rising from weatherboard piers. The main pyramidal roof is extended over the verandah. A decorative fleche matching the western building is centrally located on the roof. Casement windows with simple timber supported hoods are located on the western and eastern faces of both buildings. The covered way has five timber approach steps, entered via the garden area between the two buildings. This entrance provides access to the rear of both buildings. The cell block/lock up is a simple weatherboard clad building with corrugated iron roof. A verandah is located along the south eastern face of the building with paired verandah posts that match those of the police station. The building is raised on timber stumps and is entered via four timber steps located at the south western end of the building. Three sets of louvres are located in the front verandah enclosure. Four south western and 6 north western facing hopper windows indicate the internal office space at the south western end of the building. Six small high set windows, with iron bars, are located on the eastern face of the building indicating the former cells. Located at the former gate entrance of the Police buildings, is a simple concrete monument mounted with a granite tablet and plaque. It reads 'This plaque commemorates the first meeting of the Roma Town Council , 10 August 1867, Thomas McEwan, Mayor'.

Keywords

Keywords

Images and Maps

Images



## Roma Government Complex

### Place Details

Place ID	601536
Place Name	Roma Government Complex
Alternative Name	Roma State School
Place Classification	Built
Place Category	Education, Research, Scientific Facility
Place Type	School - state (primary)
Place Components	School/School room

### Location

Property Name	
Address	42 Bungil Street
Town / Suburb	ROMA
Post Code	4455
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1930s (historical) 1930s (fabric) 1937-1986 (social)

#### Criterion A

Roma Government Complex, formerly Roma State School is significant as a substantial stuccoed brick building that reflects regional prosperity of Roma as a pastoral service town. The impressive form of the Roma Government Complex is indicative of the relevant importance of Roma in relation to other towns in south western Queensland.

#### Criterion D

The Roma Government Complex is an excellent regional example of a late Interwar school building, built as a part of the state government's depression initiatives under the Unemployment Relief Scheme. It is a good example of Queensland Public Works school building design and as such demonstrates the principal characteristics of a particular class of cultural place.

#### Criterion E

The influence of Interwar Mediterranean style architecture and detailing creates an important aesthetic landmark in the town of Roma.

#### Criterion G

As the former Roma State School, the building has a significant association with almost 50 years of primary school education for the Roma community since 1937.

### History

#### History

Roma Government Complex is a three storey rendered brick building, influenced by Inter War Mediterranean style, facing Bungil Street. It was constructed in 1937 as the main building of Roma State School, providing primary education to children of Roma and district. Roma was the principal town of the Mount Abundance district, which was established as a pastoral and agricultural region after exploration by Thomas Mitchell, New South Wales Surveyor



General in 1846. It was originally settled by squatters, who established it as primarily a sheep grazing area. The township of Roma was proclaimed in September 1862, the first town formed in Queensland after separation. Roma was named after Lady Bowen, wife of the first Governor of Queensland, Sir George Ferguson Bowen. She was the daughter of a Governor of the Ionian Islands and her maiden name was Countess Diamantina Georgina Roma. Surveyor McDowall laid out the town reserving a section for public buildings bounded by Bungil, Charles, McDowall and Gregory streets. The first land sales were held in September 1863. The town of Roma was declared a municipality in 1867. Roma flourished with the advent of the railway in the 1880s, ensuring the efficient transportation of stock and produce to the coastal ports. The vast artesian basin was tapped in Queensland in the late 1880s and early 1890s, securing an alternative water supply for cattle and sheep. In 1870 Roma State School, comprising simple timber school building and teachers residence, opened with an enrolment of 133 pupils. The Reserve for a National School, a two acre site bounded by Bungil, Wyndham and Arthur Streets and two residential allotments, was proclaimed in 1871. A second school building, facing Wyndham Street, was constructed in 1899, allowing the separation of male and female instruction. This school building was enlarged through addition and verandah enclosure, thereby creating a series of new classrooms. In 1912 a verandah was enclosed to create space for a high school, with a separate site established and opened on 2 August 1920. In 1939 the original school building was sold to the RSL and relocated to Queen Street. In 1934, the Health Inspector Chas Clark, began to agitate for a new school building. He referred to the existing building environment as problematic in respect to the physical and educational development of the children. The Roma School Committee pressed for a new building, alluding to the established use of the Unemployment Relief Scheme for the construction of school buildings and departmental preference for provision of buildings for coastal urban centres. The plans were prepared by Maurice Guthrie, of the Architectural Branch of the Department of Public Works, in January 1935, however it took the School Committee a further two years to obtain an undertaking from the government on the construction of a new building. Brick was used as it was thought to be more substantial and cost effective, but perhaps more importantly, it provided employment for greater numbers of tradesmen, during the years of economic depression. The building was occupied in July 1938 and officially opened on 25 February 1939, providing accommodation for 432 children. It comprised eleven classrooms; a head teacher, male and female teachers rooms; cloakrooms and play area facilities underneath at the basement level. Conforming to sectional design, covered verandahs were incorporated on both the ground and first floor, along all but the southern side of the building. Ten of the classrooms, five on each floor, were interconnected by the use of sliding partitions. A stage was created

by the incorporation of a raised floor beneath the western class room on the ground floor, providing multi functional use of class room space. The design was comparable to other brick school buildings built during this period of economic depression and reflects educational methodology of the time. (Explain educational methodology) A combination of inadequate size of the site for outdoor facilities, burgeoning attendance and movement to open plan teaching methods in the late 1960s and early 1970s saw major changes to Roma State School. The addition of a new library behind the main school building, in 1972, prevented the early suggested relocation of the school. However, in 1974, the school was divided into Roma Infants School for years 1-3, on a separate site in Quinton Street, and Roma Junior School for years 4-7, at the Bungil Street site. In 1986 the Education Department piloted a new prototype of school in the Roma Middle School incorporating grades 4-10 on the one larger 14 acre site at Cattel Street. In 1987, the Bungil Street school buildings were remodelled as Roma Government Complex accommodating the regional offices of the Education Department, Water Resources, Boating and Fishing and Forestry. In 1997, the reserve was subdivided into three lots with buildings on the front section. The rear section of the land, comprising two lots, was sold to the Bungil Shire Council and the Uniting Church in 1997.

<p>Description</p> <p>Designer Name</p> <p>Style</p> <p>Period</p> <p>Builder Name</p> <p>Construction Period</p> <p>Construction Method</p> <p>Fabric (Exterior Structure)</p> <p>Fabric (Roof)</p> <p>Roof Form</p>	<p>Department of Public Works</p> <p>Classical</p> <p>Interwar period (1920s - 1930s)</p> <p>1937 - 1937</p> <p>Frame - combination</p> <p>Brick</p> <p>Fibrous Cement - tiles</p> <p>Gabled and Hipped</p> <p>Roma Government Complex is located on a rectangular block bounded by Wyndham, Bungil and Arthur Streets and two vacant allotments. It is a substantial stuccoed brickwork building, influenced by Interwar Mediterranean style. It faces north toward Bungil Street and is aligned with that street. Roma Government Complex is a three storeyed building with a centrally located main entrance in a range that breaks forward one bay. The main entrance door is recessed into an arched opening, enriched with an archivolt and keystone, and flanked by two wrought iron bracketed lanterns. The contrasting colour of the basement level accentuates openings and entrance features on the ground and first floor. The split symmetrical stairwell finished with an open porch at main entrance level has simple wrought iron balaustrading. A large square opening provides the central entrance to the basement level and is located beneath the entrance porch. It has archivolt and keystone patterns to match the main entrance. All three storeys</p>
<p>Description</p>	

have simple openings along the verandahs, facing the street. The ground floor, carries semi circular arches in contrast to the squared openings on the basement and first floor levels Stair halls at each end of the building maximise the size of the major elevation to Bungil Street. On the basement level, symmetrical projecting door cases crowned with plain shields provide entrance to the stair halls. The roof, clad with asbestos cement tiles, is pitched and hipped except for the central range which terminates in a gable/pediment at both south and north elevations. The front gable is marked ROMA STATE SCHOOL with the date of construction, 1937, in the gable of the rear of the building. The building has relatively understated decorative features and fenestration patterns The main entrance is flanked by two grouped banks of casement windows crowned with a semi circular fanlight window. The light gently textured surface contrasts with the dark coloured timber windows located in the central range, the stair halls and the southern elevation. At the rear of the building eleven banks of four casements with fanlights are symmetrically placed on the ground and first floor. Identical grouped casement windows are located on the east and western face of the building. The verandahs are floored with polished concrete and double hung sash windows line this space. Each floor has three entrance doors to the office spaces. The offices are open plan, with fluorescent lights and a centrally located air conditioning duct. At the western end of the ground floor office area, are two offices which these located on a raised platform, separating them from the main office area. Bottle trees with small cairns and plaques, part of the Roma Avenue of Heroes, are located on the Bungil and Wyndham Streets footpaths. The front lawn area has six mature palm trees which are sympathetic with the architectural style of the building.

Keywords

Keywords

Images and Maps

Images



## Warroo Shire Hall

### Place Details

Place ID	602612
Place Name	Warroo Shire Hall
Alternative Name	
Place Classification	
Place Category	
Place Type	
Place Components	

### Location

Property Name	
Address	cnr Cordelia & William Streets
Town / Suburb	SURAT
Post Code	4417
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

#### Principal Period of Significance

#### Criterion A

The Warroo Shire Hall demonstrates the way in which much of western Queensland was settled by means of small service towns on supply routes. They provided a scattered population with essential goods and services, administrative facilities and the social structure to develop a sense of community. The Warroo hall provided a meeting place for the Shire Council and a venue for formal and informal social events and still serves the community.

#### Criterion B

The Warroo Shire Hall is a rare and intact surviving timber shire hall, of which many were constructed, but few now survive.

#### Criterion D

The Warroo Shire Hall is a fine and intact example of a timber shire hall of its era, catering for both administrative and social functions in its design. It has rooms for shire offices, with a large hall, stage, projection booth and small kitchen to the rear. Its toilets and separate supper room are now modern structures.

#### Criterion E

The Warroo Shire Hall is an important public building in a prominent location and in form, scale and materials makes a strong visual contribution to the townscape and character of Surat. Its central clock tower forms an important part of its landmark quality.

#### Criterion G

The Warroo Shire Hall has a long connection with the people of Surat and the surrounding district as a focus for a range of important community services and social events. These have been as varied as wedding receptions and professional concerts by visiting performers.

#### Criterion H

The Warroo Shire hall was designed by H J (Harry) Marks and is associated with his life and work as a member of the important Toowoomba architectural practice which encompassed the work of three generations of the Marks family.

## History

The Warroo Shire Hall was built in 1929 in Surat as an administrative and social centre. Surat is the administrative hub of the Warroo Shire and is situated on the Balonne River some 80 kilometres south of Roma. The Surveyor-General Thomas Mitchell mapped the area in 1846 and the District of Maranoa was proclaimed in November 1848. The new Commissioner of Lands arrived with several police in 1849 and set up camp on Yambougal station, moving slightly up river a few months later. This was the site selected in 1849 by surveyor James Burrowes for a service township on the Balonne River. He called the township Surat, after his former home in Madras, India. A Court of Petty Sessions at Surat was gazetted in 1850 and a police building was erected. The Lands and Post Offices were soon represented and in 1859 a hotel was built. By the time that the town site was surveyed for land sales in 1863, a number of buildings had already been erected. Although Surat was superseded by St George as an administrative centre for the district in 1865, it continued to serve the surrounding area, which became Warroo Shire. Surat gained a school in 1874 and its first church in the late 1870s. In 1879 Cobb and Co set up a coach service from St George to Surat and on to Yuleba, constructing a staging post and store at Surat. This service was run until 1924, when it was the last coach route to be run in Australia. The site of the shire hall was acquired in 1882 by the Warroo Divisional board. Tenders were called for the construction of a simple building, which was extended over the years. In 1903, the Divisional Board became Warroo Shire Council. In 1920 a second small building was constructed on the site as council offices. This building was later removed. The current hall was constructed in 1929 by builders K O'Brien and C Turnbull to the design of Harry Marks of the firm of Harry J Marks & Son of Toowoomba. James Marks, who arrived from England in 1866, founded the firm. He moved to Toowoomba in 1874, working as a contractor before setting up an architectural practice in 1880. In the late 1880s his eldest son, Henry James (Harry) joined the firm to train with his father. In 1892 the firm became James Marks & Son. The office designed a wide range of residential, institutional and commercial buildings. Harry's brother Reginald joined the practice in 1906 when James retired. Harry's son Charles also worked in the practice, though he joined the Defence Forces in 1915. In 1917 Reginald moved to Sydney. When Charles joined the practice in 1924, it became Harry J Marks and Son. Harry Marks was an innovative and idiosyncratic designer who introduced a number of his inventions into buildings he designed, including the patented Austral window. On a number of occasions Marks designed windows especially for a commissioned building and the windows in the Warroo hall are a distinctive feature of the design. They pivot to improve ventilation, a particular interest of Marks'. As a photograph published in November 1929 shows the hall almost

## History

complete, it is assumed to have been finished soon afterwards and was in use in 1930. The new building combined offices and a meeting room for the Shire Council with a large open hall to be used for a variety of public and private functions and events and which contained a stage and projection booth. Surat was connected to a reticulated water system in 1952 and electricity was laid on in 1953. The three clock faces in the tower are a memorial to Alex J Simpson who was Chairman of Warroo Shire from 1925 to 1946 and who was killed in a car accident in 1947. On each clock face, the letters of his name replace the usual numerals. The clocks appear to have been installed in the 1950s, possibly after electricity became available. It was decided to illuminate them in 1961. The original hall was retained on site as a supper room, at first alongside the new hall, then to its rear, before being destroyed by a storm in 1962. A new civic centre was constructed in 1963 and the Shire Council has since used this venue for its meetings and offices. The hall continues in community use and has a new supper room, constructed in 1961, to its southern side. This building has no heritage significance, nor does the modern toilet block constructed to the rear of the hall. The hall is very intact and appears to have been painted in a version of the existing colour scheme since at least 1955. Part of the northern verandah has been enclosed and fitted with a small kitchenette, probably in the 1960s. This may be the 'Gentlemen's Dressing Room' referred to as being fitted with casement windows in 1957. The former Council Meeting Room and Shire Offices are currently used for community craft activities.

Description  
Designer Name  
Style  
Period  
Builder Name  
Construction Period  
Constuction Method  
Fabric (Exterior Structure)  
Fabric (Roof)  
Roof Form

Description

The Warroo Shire hall is located prominently on the corner of two major streets in the centre of Surat. It is a rectangular timber building with its long axis at right angles to the street. It is set on low stumps and has a gabled roof clad with corrugated iron sheeting and ventilators along the roof ridge. There is an awning supported on plain timber posts to the pavement and recessed verandahs along both sides. The front (eastern) elevation has a square central clock tower with clock faces to the north, south and eastern sides. Letters spelling out 'Alex J Simpson' have replaced the numerals. Below the clock is a square window and a small balcony jutting out over the street awning. The windows form a distinctive decorative feature of the building, being square, circular or arched with unusual glazing patterns and decoratively placed

glazing bars. A 1930 photograph of the shire offices shows the square windows opening on a central, horizontal pivot. They can no longer be opened, but the hall windows are still operational. The windows to the sides of the offices at the front have individual sun hoods. The front entrance is recessed and opens onto a short hallway between two large square rooms. The projection room is over the hall and is accessed by a staircase inside the hall. The large hall is lined with fibrous cement sheeting and triangular brackets between high-level windows support the roof. The windows have round arched tops and open on central pivots. The floor is timber and there is a stage flanked by dressing rooms to the rear. The separate supper room is a simple rectangular timber building with a gabled roof clad in corrugated iron. It runs parallel to the hall and is linked to it by a covered way and a courtyard area. It contains a dining area, kitchenette and a small bar to the rear. There is a block of masonry toilets to the rear of the hall. A high fence of tubular metal posts and metal mesh surrounds the site.

Keywords

Keywords

Images and Maps

Images



## Astor Theatre

### Place Details

Place ID	602352
Place Name	Astor Theatre
Alternative Name	
Place Classification	Built
Place Category	Recreation and Entertainment
Place Type	Picture theatre/Cinema Projection booth/Bio box
Place Components	Auditorium Foyer - entrance Shed/s

### Location

Property Name	
Address	77 Burrowes Street
Town / Suburb	SURAT
Post Code	4417
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1925, 1950s, 1960s (fabric), 1925-ongoing (Social)

Criterion A The Astor Picture Theatre, Surat is important in demonstrating the development of picture theatres in Queensland and the part that picture going played in the life of Australia in the 20th century, before it began to be displaced by television. Picture theatres enjoyed widespread popularity, especially in rural areas, as they provided not only entertainment, but also a venue for social interaction and a means of reducing isolation by providing a window into the wider world. The Astor Theatre is evidence for the popularity of picture going throughout rural Queensland between the 1920s and 1950s.

Criterion B The Astor is rare as one of the very few early picture theatres remaining in Queensland that have not been adapted for other uses. Alterations have been made over the years to improve its function as a picture theatre, rather than to accommodate changed use. It retains two early projectors in the bio box.

Criterion D The Astor Theatre is a good example of its type, illustrating the way in which many small picture theatres were developed from modest early beginnings and retains characteristics of its type such as long sight lines, a raked floor, foyer, projection box and confectionary counter.

Criterion E The Astor Theatre is centrally located in Surat and makes an important contribution to the built character of the town.

Criterion G It has important associations with the community of the town and the surrounding area, as a venue for social interaction and popular



entertainment, and for many members of which it is a focus for memories.

## History

The Astor Picture Theatre was built in 1925 as an open-air picture theatre in Surat, which is the administrative centre of the Warroo Shire and is situated on the Balonne River 80 kilometres south of Roma. The Surveyor-General Thomas Mitchell mapped the area in 1846 and the District of Maranoa was proclaimed in November 1848. The new Commissioner of Lands arrived with several police in 1849 and set up camp on Yambougal station, moving slightly up river a few months later. This was the site selected in 1849 by surveyor James Burrowes for a service township on the Balonne River. He called the township Surat, after his former home in Madras, India. The main street, on which the theatre is situated, carries this surveyor's name. A Court of Petty Sessions at Surat was gazetted in 1850 and a police building was erected. The Lands and Post Offices were soon represented and in 1859 a hotel was built. By the time that the town site was surveyed for land sales in 1863, a number of buildings had already been erected. Although Surat was superseded by St George as an administrative centre for the district in 1865, it continued to serve the surrounding area, which became Warroo Shire. Surat gained a school in 1874 and its first church in the late 1870s. In 1879 Cobb and Co set up a coach service from St George to Surat and on to Yuleba, constructing a staging post and store at Surat. This service was run until 1924, when it was the last coach route to be run in Australia. Surat Pictures Limited was formed in 1925 when W Kitson sought building approval for the construction of a picture theatre in the main street of Surat. This was an open-air picture theatre comprising an earth-floored enclosure, a canvas screen at the rear and a shallow building along the street frontage containing a foyer with a projection booth above it. This type of structure was the cheapest and simplest kind of purpose built film venue and was not uncommon at the time in the warmer parts of Australia, though many of them were later roofed over. The Lumiere Brothers had produced the first moving films in Paris in 1895, followed by Edison in America in 1896, although these early films were very short and simply captured events without a narrative. The first feature movie 'the Story of the Kelly Gang' was made in Australia in 1906 and it was the ability of film to tell a story that was the key to its popularity. At first, films were shown as part of variety shows in theatres or were screened in halls. In the 1900s purpose built picture theatres showing a program of films accompanied by music were built in America, Europe and Australia. Some of those catering to centres with large populations were huge and luxurious, though most were far more modest. Films were much less expensive to show than live theatre and the equipment was easily transported, making them well suited as an entertainment in country areas, some films being displayed by travelling 'picture

## History

show men' in the early years. The growing popularity of films led to the construction of many open-air theatres or simple shed-like buildings as permanent venues for showing film. Although theatre chains usually owned the large 'picture palaces' in cities, most small picture theatres in Queensland were independently owned and Queensland eventually had more independently owned theatres than any other state in Australia. These small ventures, frequently family owned, did not have the capital to build lavish premises, nor did they have a large client base in country areas and might screen movies only once or twice a week. Having invested in expensive projection equipment, particularly after the advent of talkies, extensions and improvements to picture theatres were often made piecemeal as demand grew and money became available. The Astor Theatre, extended in stages, provides a good illustration of this process. The first films shown at Surat were silent and had a piano accompaniment, a generator providing power for the projector. Bill McKay Senior was the first proprietor and ran the Astor until the 1930s, when it passed to Geoff Armstrong. Between 1938 and 1940 a Mrs. Crump leased it. It was operated during the Second World War by GO and RD Armstrong and was acquired in 1945 by E J and V M Aldridge who ran it as a family business, with their son acting as the projectionist. Country picture theatres provided an important service to people in the surrounding area. Coming into town for a night at the pictures provided good family entertainment, a venue for courtship and an opportunity for people of all ages to meet. Picture theatres showed feature films, newsreels, and cartoons and were often also used for live shows and special events. They provided a stimulus for the imagination and a relief from isolation and anxiety, particularly in the difficult years of the Depression and of World War II. They were a link with the wider community in Australia and with contemporary American culture as presented by Hollywood. For all these reasons, picture going enjoyed widespread popularity throughout rural Queensland between the 1920s and 1950s. Surat was connected to a reticulated water system in 1952 and electricity was laid on in 1953 when the Aldridge family sold the theatre to S Barry, who had run the Queen's Theatre in Toowoomba during World War Two. During Barry's ownership the Astor underwent major changes. In the 1950s it was converted into an indoor theatre and roofed over, although it retained an earth floor. Such conversions were commonly made to shelter patrons and improve sound quality. The Royal Theatre at Winton is now the only example of this early open form to survive as a cinema. In the 1960s the Astor was extended substantially, toilets were added and a raked timber floor was installed. The theatre could become very cold in winter and gas heating replaced the chip heaters originally used. It is thought that the interior was also lined with fibrous cement sheeting during this period. Television came to Surat in the 1970s and reduced attendance, as it had elsewhere. Barry sold the theatre to Lawrence Cherry who owned a local service station.

Between 1974 and 1981 Cherry, N & M Crain and L & D Waud ran the Astor, which was then purchased by Len and Doreen Waud. Mr Waud had been a projectionist in Sydney in 1936 and his wife an usherette at the Regent in Toowoomba. A new sound system was installed. In common with many rural centres, Surat lost population in the 1980s and 90s as falling prices and severe drought reduced the town's income and businesses closed. In the mid 1990s a programme to revive the town was set in motion by the local shire council and community and the town is now experiencing an economic resurgence. The Cobb and Co staging station has been developed as a museum and tourist attraction. The Astor Theatre is still used and hosted the Movie Muster, a festival of Australian films, during the Centenary of Federation celebrations in 2001. Although extensions and additions took place in the mid 20th century, these were to improve function as a picture theatre rather than to create change and the building is still a good example of its type, which has become rare. It retains early carbon arc projectors.

Description

Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Construction Period

1925 - 1960s

Construction Method

Frame - timber

Fabric (Exterior Structure)

Timber - weatherboard

Fabric (Roof)

Metal sheeting - corrugated iron

Roof Form

Gabled

Description

The Astor Theatre is situated in the commercial centre of Surat and is a simple rectangular timber building set on low stumps. The roof is gabled and clad in corrugated iron and is concealed from the front by a deep stepped parapet. There are louvred openings in the upper section of the parapet and a cantilevered awning over the entrance. There are exit doors in the side and rear of the building and well as the front entrance. The front section of the building is divided into three and comprises a central foyer with a confectionary bar to the left and the ladies toilets to the right. The projection box is above the foyer and is reached by narrow timber stairs on the left hand side. The auditorium is a simple rectangular space; the walls being lined with timber and fibrous plaster sheeting. The ceiling is unlined and laminated timber struts brace the walls. The floor is raked and there are several louvred timber windows along the walls to provide ventilation. Towards the rear of the building, there are sections of latticework under the eaves. The interior lining now covers this provision for ventilation. There is a speaker area behind the screen and the men's toilets are at this end of the building also. Canvas stretcher chairs provide seating. There is a small shed to the rear of the building and a modern brick footpath has been laid outside the front entrance.

Keywords  
Keywords

Images and Maps

Images



## Mount Abundance Homestead

### Place Details

Place ID	600371
Place Name	Mount Abundance Homestead
Alternative Name	
Place Classification	Built Archaeological
Place Category	Pastoralism
Place Type	Homestead Causeway/Ford
Place Components	Residential accommodation - main house Kitchen/Kitchen house Gate/s

### Location

Property Name	
Address	Warrego Highway
Town / Suburb	ROMA
Post Code	4455
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance	1860s (historical) 1860s-1880s (fabric)
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Criterion A	Mt Abundance Homestead provides rare surviving evidence of the pastoral development of western Queensland from the 1850s. The resumption of Mt Abundance during the 1920s, and the subsequent division into smaller farming properties and re-settlement during the 1930s, is important in demonstrating the pattern of land use and occupancy in rural Queensland during the early 20th century.
Criterion B	Mt Abundance Homestead provides rare surviving evidence of the pastoral development of western Queensland from the 1850s. The place has the potential to provide archaeological evidence of building construction techniques from the mid-19th century and of the formerly extensive pastoral station complex, of which only the homestead and attached quarters are known to be extant.
Criterion C	(Criterion under review)
Criterion D	The Scottish Australian Investment Company, which played an important role in the development of the pastoral industry in Queensland during the latter part of the 19th century, established the reputation of Mt Abundance as a fine grazing property and the association of this company with the property is of importance.
Criterion H	

### History

History	This single storeyed timber homestead was built c1860 for Stephen Spencer, a squatter from New South Wales who arrived in Queensland in 1857. The Mt Abundance run was taken up in 1847
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by Allan MacPherson, a young squatter from New South Wales. MacPherson had come to Queensland seeking new pastures, and had followed the route of Sir Thomas Mitchell into the Mt Abundance area. Mitchell had named Mt Abundance in 1846 during his expedition to find a route from New South Wales to the Gulf of Carpentaria. Following constant conflicts with local Aboriginies, MacPherson decided Mt Abundance was a dangerous place and in late 1849, MacPherson withdrew his sheep from Mt Abundance, leaving it as a cattle station, and returned to England. In 1856 MacPherson briefly visited Australia at which time he disposed of his pastoral interests, including the sale of Mt Abundance to Stephen Spencer. Spencer and his family are considered to have been the first European family to settle in the area. It is recorded that when they arrived at the station, it was found to be run down, and the buildings damaged by fire. Rough huts provided temporary quarters until Spencer built a new homestead, and Mt Abundance station is described as the focal point for the district during this period. Spencer ran a supply store, and the station formed a depot for European explorers heading into the western districts. A post office was opened at the homestead in September 1861. AC Gregory arrived at Mt Abundance in 1862, and selected a locality for the township which become known as Roma, proclaimed in September that year. The post office at Mt Abundance homestead closed at the end of 1863 when the Roma post office opened. A stone causeway over Bungeworgorai Creek is believed to be contemporary with the development of Mt Abundance, however little is known about the stonework. The Spencers are recorded as being interested in agriculture and horticulture, growing the first wheat in the district, and experimenting with grape vines, fig, peach and apricot trees. By late 1868, Spencer was heavily in debt and in 1869 the Government auctioned the freehold of 175 acres of land on which the Homestead and other associated buildings of Mt Abundance Station were erected. The land was purchased by Robert Morehead and Matthew Young of Sydney, who represented the Scottish Australian Investment Company. The stock was auctioned early in 1870, and was also bought by Morehead and Young. The Scottish Australian Investment Company was active in investing in pastoral property in Queensland between 1860-1890. The Company had been founded in Scotland, encouraged by reports from Scottish settlers in Australia, and was established with two main purposes: acquisition of land largely for grazing and agricultural pursuits; and granting loans or advances on property mortgages. Despite this two-fold purpose, in its first twenty years in Australia it was primarily a loan and mortgage company. During the early 1860s through the persistence of Robert Morehead as its Australian manager, the Company entered into pastoral activity and acquired property in Central/Western Queensland (Bowen Downs) and in the Gulf Country. During the 1860s, the Company made a number of loans to Queensland graziers, including Mt Abundance. An article in 1875 recounted that when the Company

took possession of Mt Abundance, The "improvements" consisted of only a wretched homestead, and suggested that He [Spencer] was contented to live in his bark-covered buildings till they were old, and dilapidated. It is possible therefore, although not actually stated in the same article, that the Company may have erected a new homestead on the property in the late 1860s. Documentary evidence to confirm this has not been available. By the mid 1870s, Mt Abundance station was described as one of the largest establishments in the Maranoa and considered to be one of the best grazing properties in Western Queensland. The Head Station comprised a Homestead (occupied by the Manager), sub-Manager's residence, office, store, residences for the storekeeper and bookkeeper, mens' quarters, workshops, two large receiving stores and 7 acres of garden. Stock returns for 1875 indicate that Mt Abundance was run in conjunction with Nive Downs, a property north of Charleville which had also been acquired by the Company. The woolshed to the southwest of the homestead was reputed to be one of the largest in Queensland in the early 1880s. Photographic evidence indicates that the shingle roof of the homestead was clad with iron between 1890 and 1895. Mt Abundance station was resumed by the government in 1923, being regarded as offering the best prospect for successful closer settlement. The main purpose of the resumption was the subdivision of land for the combined raising of wheat and sheep, and to extend agricultural settlement into the western districts. The land was made available for selection in 1927, and the Mt Abundance Homestead block comprising 2018 acres was selected by Ernest Martyn. Following the death of E Martyn, the property passed to his son PJ Martyn, who died in 1993. The property was further subdivided in the late 1970s, and presently comprises an area of just under 500 hectares. Of the former complex of buildings, only the homestead and quarters to the rear of the building are extant.

Description  
 Designer Name  
 Style  
 Period  
 Builder Name  
 Construction Period  
 Constuction Method  
 Fabric (Exterior Structure)  
 Fabric (Roof)  
 Roof Form

Mid-19th century (1840s - 1860s)

1860c - 1923

Description

Mount Abundance Homestead, consisting of house and attached quarters, is located approximately 5km west of Roma and 1km south of the main road to Charleville. It is sited on high ground on the southern bank of Bungeworgorai Creek. The approach is via a stone causeway which crosses the creek. The main house is a single storey structure of three main rooms facing north with a wide

verandah on three sides and services rooms on the south side. Part of the verandah has been closed in creating additional rooms. The north side and the portion of the west side which remain open feature a decorative timber valance. The main roof is a moderately pitched hip which reduces in pitch at the verandah line. The foundations are a system of load bearing bed logs that support floor joists and tongue and groove timber floors. Damage to the foundations has caused the western end of the house to subside. The wall construction is a timber frame with chamferboards to the external walls. The interior walls and ceilings are constructed from tongue and grooved boards which are finished in a dark stained varnish. Two of the main rooms have masonry fireplaces with brick and stone chimneys. Six sets of french doors open out from the main rooms onto the north side verandah. One of these has been altered to create a window. The roof is clad in corrugated galvanised iron laid over the original timber shingle roof and cantilevered beyond the earlier roof line. The cantilever section is supported by decorative brackets off the timber verandah posts. The main house connects via a covered way to a single storeyed structure set on low timber stumps which housed quarters and a kitchen. Located to the south of the house, this building has exposed timber frame construction, timber cladding and a steep corrugated galvanised iron gabled roof with skillion additions. Little remains of the original fencing but original steps and mounting stones can be seen. Forming the front entrance to the homestead are the original stone gate posts and iron gates. This entrance, which has been relocated, is flanked by large bottle trees.

Keywords  
Keywords

Images and Maps

Images





## Hibernian Hall

### Place Details

Place ID 601689  
Place Name Hibernian Hall  
Alternative Name HACBS Hall  
Place Classification Built  
Place Category Social and Community  
Place Type Hall - masonic/lodge/friendly or benefit society

Projection booth/Bio box  
Dance floor  
Ticket box/office  
Auditorium

Place Components Stage/Sound shell  
Proscenium arch  
Canteen  
Foyer - entrance  
Dining room

### Location

Property Name  
Address 38-44 Hawthorne Street  
Town / Suburb ROMA  
Post Code 4455  
LGA ROMA REGIONAL COUNCIL  
Context Study Region Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1931-1932 (fabric), 1932-1976 (historical), 1932-ongoing (social)

### Criterion A

The Hibernian Hall, 38-44 Hawthorne Street, Roma is important in illustrating the pattern of Queensland's history, the scale of the hall illustrating the importance of Roma as a regional and recreational centre for the surrounding pastoral and agricultural district, and the importance of community groups in maintaining the social fabric of rural communities in the first half of the 20th century. The place has a strong association with the work of the Roma branch of the Hibernian Australasian Catholic Benefit Society from the turn of the 20th century through to the 1970s.

### Criterion D

The Hibernian Hall remains highly intact, and is an excellent example of a large, purpose-designed hall-cum-picture theatre of the interwar period. It is important in demonstrating the principal characteristics of its type, including the 'picture theatre' façade; the projection booth above the foyer and ticket-box; the large auditorium with its use of decorative pressed metal and timber lattice in the ceiling; the use of timber lattice panelling high in the side walls for cross-ventilation purposes; the stage which could accommodate both live-performance and film screenings; the large, sprung timber dance floor opening onto an external verandah

promenade; and the inclusion of a supper room.

Criterion E

The place has aesthetic value, engendered by the two-storeyed, shaped-pediment façade with its pressed metal finish and oriel window above a central foyer opening and awning; and by the interior detailing, including the use of pressed metal and timber latticing. The Hibernian Hall is a substantial structure with a decorative front façade designed to impress, is prominently located on a major street, and in form, materials, scale and design, makes a strong contribution to the townscape of Roma.

Criterion G

The place has social value, being the venue for a diversity of community, social and recreational events over many decades.

Criterion H

The place has a strong association with the work of the Roma branch of the Hibernian Australasian Catholic Benefit Society from the turn of the 20th century through to the 1970s.

History

The Hibernian Hall in Roma is a large, timber-framed hall-cum-picture theatre erected in 1932 for the Roma branch of the Hibernian Australasian Catholic Benefit Society. It was designed by Perth and Brisbane architects Cavanagh & Cavanagh. Roma was the principal town of the Mount Abundance district, which was developed as a pastoral and agricultural region following exploration by Thomas Mitchell, New South Wales Surveyor General in 1846. The township of Roma was proclaimed in September 1862, one of the earliest towns established in Queensland after separation in 1859, and was surveyed in 1863. It was named after Lady Bowen - Countess Diamantina Georgina Roma, daughter of a Governor of the Ionian Islands, and wife of the first Governor of Queensland, Sir George Ferguson Bowen. The town of Roma was declared a municipality in 1867 and grew slowly as a pastoral service centre and government administrative centre until the opening of the railway in the 1880s, connecting the Maranoa to the coastal ports, after which the town flourished. In addition, the vast Western Queensland artesian basin was tapped in the late 1880s and early 1890s, securing an alternative water supply for cattle and sheep. With the expansion of Roma's population in the 1880s, a branch of the Hibernian Australasian Catholic Benefit Society was established in the town in April 1886. At its peak, the society attracted nearly 180 members. 'Hibernian' is defined as of or belonging to Ireland, or Irish. From the 1860s Irish immigration to Queensland was encouraged by the Catholic Church in Queensland. Thousands of Catholic Irish working class emigrants were attracted to the colony, and although they settled widely, they tended to form enclaves within towns and districts, defined by their religion and their societies. Hibernian Associations flourished in late 19th/early 20th century Queensland, strongly supported by the Catholic Church, and attracted widespread Irish Catholic membership. They could be considered the voluntary social welfare extension of official Catholicism. Benefit societies were popular in 19th century Australia, where self-help was the

History

dominant philosophy and liberalism a principal ideology, and where colonial governments made little provision for public welfare benefits. Modelled on similar mutual benefit societies established in Britain, the Australian societies provided contributing members with access to financial assistance such as sickness benefits, life insurance, provision of funeral costs, and benefits to members' widows and families. Some societies lent money to their members to finance home construction. Benefit societies also operated as social clubs, organising events such as dances and sports days which played an important role in the social life of the community, particularly in country districts. Roma Hibernians organised sports days, campdrafts and rodeos until 1946. The Roma HACBS acquired the site of the present hall late in 1899, and erected their first hall on this property in 1900. Later an open-air cinema was established beside the Hibernian Hall, on the south side, which was the venue for the first moving picture show exhibited at Roma. This first hall was enlarged in the mid-1920s, to plans prepared by popular Perth and Brisbane architects Cavanagh & Cavanagh, who had designed a number of churches, convents, schools and presbyteries for the Catholic Church in Queensland. The extensions had been completed by May 1926, at which time the hall was described as a two-storeyed timber building with a gallery; it could seat 750, and could be used for a variety of public entertainments. This building was destroyed by fire on 22 July 1931, but almost immediately the HACBS commissioned Cavanagh & Cavanagh to prepare plans for a replacement hall-cum-picture theatre [the present building]. The architects called tenders in October-November 1931, with the contract let to Roma contractor GP Williams. The building was erected at a cost of £3,120, and was officially opened on 28 June 1932. The double-storeyed façade of the new Hibernian Hall, with its stepped parapet and curved pediment, oriel window to the projection room above an ungated opening to the foyer and ticket-box, read more as a picture theatre than a community hall. The building demonstrated many of the principal elements of 'tropical' picture theatre design of this era, including: panels of open timber lattice high along each side wall, just under the roofline and sheltered by the eaves, for cross-ventilation purposes; a row of large bi-fold doors along each side of the hall which could be opened in hot weather, those on the southern side opening to a covered promenade along the side of the building; pressed metal and fretwork panels in the auditorium ceiling, accommodating ventilation and acoustic requirements with decorative effect; a decorative pressed metal proscenium arch; a stage area which could accommodate live performance as well as film screenings; and the projection booth [or bio-box] located above the foyer and ticket box. Elements more characteristic of a hall than a picture theatre were the flat, sprung timber floor, the lack of a dress circle, the inclusion of a supper room beneath the stage, and the lack of a theatre café. The Hibernian Hall screened films in competition with Roma's newly completed, 800 seat

Capitol Theatre, likely designed by Brisbane cinema architect CE Humphreys. The Capitol, operated by RA Crawford, was erected c1932 and functioned as a cinema until destroyed by fire in 1989. That the town of Roma could support two picture theatres in the 1930s illustrates the popularity of film as family entertainment prior to the introduction of television. The Hibernian Hall functioned as much more than a picture theatre. The scale and facilities of the new building guaranteed its popularity as the premier venue for community and social events in Roma, including balls, dances, fêtes, choral and school concerts, protest meetings, farewell functions, election meetings, political speeches, religious festivals, art shows, and touring entertainment [everything from ballet, opera and theatre to vaudeville and pantomime]. The Hibernian Hall also served as a temporary venue for services when the new Catholic Church was being built, and as the venue for sittings of the Supreme Court. The hall was acquired by the Roma Town Council in 1976 and continues to be used for community and social activities, including regular roller-skating. It no longer functions as a picture theatre.

Description  
 Designer Name  
 Style

Period Interwar period (1920s - 1930s)

Builder Name

Construction Period 1931 - 1932

Constuction Method

Fabric (Exterior Structure)

Fabric (Roof)

Roof Form

Description

The Hibernian Hall is a large, predominantly timber framed building, rectangular in form, roofed in short-length corrugated iron sheeting. It has an entrance area with a bio-box over, a large auditorium and a stage area. There are later skillion-roofed extensions to the rear [east] end and a large shed structure attached via a covered walkway to the south-east corner of the building. The front [west] elevation comprises a two-storeyed decorative gable structure with asymmetric single-storeyed wing walls to the side. The ground floor and wing walls are of rendered masonry construction, while the first storey decorative gable is formed in pressed metal sheeting over timber. The ground floor has a centrally placed open entrance, over which is a cantilevered awning with pressed metal detailing. There are two symmetrically placed windows with decorative architraves. The window on the south side is a 6:9 pane timber vertical sliding sash, the window on the north side is a 6:1 pane timber vertical sliding sash. The side wing walls are terminated by a pilaster with a decorative cap. The north wall which has a pair of vertical timber doors, acts purely as a screen wall with no building behind. The south wall has a 6:4 pane timber vertical sliding sash window and a timber door giving access

to a store room. The first storey façade, set between 2 pilasters with decorative caps, is based on the 'Dutch' gable style. There is a centrally placed oriel window with a pressed metal base and corrugated iron hipped roof. The side lights are single 4:1 pane timber vertical sliding sashes and the front light is a pair of 6:1 pane timber vertical sliding sashes. There is a single 4:1 pane vertical sliding sash window placed symmetrically either side of the oriel. These windows have a hood supported on decorative brackets. Above the oriel there are the initials 'H.A.C.B.S.' in raised lettering inside a curved boarder. There is a single shamrock on the face of the pilasters. The side elevations are of a similar design, with the south side having a single-storeyed skillion-roofed awning over a promenade or verandah. The walls comprise 9 bays, which reflect the internal layout of the building, with the bay at the western end for the 2 storey entrance/store/bio-box area, 7 bays to the auditorium, and 1 bay at the eastern end for the stage area. The walls are constructed of timber framing. There are 7 external concrete buttresses along each wall, between which there are 5 pairs of timber bi-fold doors with skylight over. On either side, beneath the roof line, there are 7 high level panels of later metal vertical louvres providing cross-ventilation to the auditorium, with remnant panels of timber lattice above, which have been sheeted from the inside of the auditorium. Above the doors on the north side there is horizontal boarding [chamfers]. On the south side, beneath the verandah awning, there is exposed stud framing above the doors. The verandah has a store at the western end, is open for the length of the auditorium and has toilets at the eastern end. The walls to the stage area are clad in horizontal boarding. The rear [eastern] elevation is of timber framing clad in vertical sheets of corrugated iron. There are 2 windows at the northern end of this rear wall - one to the rear of the stage and another to a supper room located beneath the stage. There is also a fire-escape door to the sub-floor supper room. There is a modern lean-to extension at the southern end of the rear wall, clad in vertical metal sheeting, containing changing rooms. Internally, inside the entrance there is a centrally placed 3-sided ticket booth. To the south side is a store room, and to the north a staircase to the first floor bio-box [not inspected]. The auditorium is accessed through 2 pairs of bi-fold doors either side of the ticket booth. There are also 3 single doors in the western wall providing access to the ticket box, a store room and the staircase. The bio-box window has been in-filled. The auditorium has a seven bay canted ceiling comprising alternative bays of decorative pressed metal and open timber lattice. The floor is timber and level, suitable for dancing. The walls are of vertical timber with a dado rail running around. At the northern end is a raised stage area which projects into the auditorium. The proscenium arch is formed from decorative pressed metal sheeting. There are doors either side of the stage. The door at the south side is blocked by a single flight of metal stairs. The rear stage area has open stud timber framed walls and an exposed roof framing.

There is no fly tower, but the roof over the stage is probably of sufficient height to accommodate some raised scenery. There is a supper room beneath the stage area [not inspected]. The southern verandah opens onto a large courtyard, the site of the former open-air cinema, which is used now as a basketball court. At the rear of the courtyard is a substantial canteen and shelter shed, clad in vertical metal sheeting.

Keywords  
Keywords

Images and Maps

Images



## Nostalgic Queen's Theatre

### Place Details

Place ID	602378
Place Name	Nostalgic Queen's Theatre
Alternative Name	Queen's Theatre
Place Classification	Built
Place Category	Recreation and Entertainment
Place Type	Picture theatre/Cinema
Place Components	Auditorium

### Location

Property Name	
Address	George Street
Town / Suburb	WALLUMBILLA
Post Code	4428
LGA	ROMA REGIONAL COUNCIL
Context Study Region	Maranoa Region

### Cultural Heritage Significance

Principal Period of Significance 1939 (fabric) 1939-1975, 1981, 1988, 1993, 1994- ongoing ( social)

Criterion A The Nostalgic Queen's Theatre, Wallumbilla is important in demonstrating the development of picture theatres in Queensland and the part that picture going played in the life of Australia in the early and mid 20th century, before it began to be displaced by television. Picture theatres enjoyed widespread popularity, especially in rural areas, as they provided not only entertainment, but also a venue for social interaction and a means of reducing isolation by providing a window into the wider world. The Queen's Theatre is evidence for the popularity of picture going throughout rural Queensland in the mid 20th century.

Criterion B The Queen's Theatre is a purpose built picture theatre that is still in use for its original purpose. It is now one of only a few early theatres remaining in Queensland that have not been adapted for other uses.

Criterion D It is a good example of the type of modest picture theatre once common in rural towns, being very simple in plan and having arches to support the roof to provide good sight lines.

Criterion G The Queen's Theatre has important associations with the community of Wallumbilla and the surrounding area, as a venue for social interaction and popular entertainment, and for many members of which it is a focus for memories.

### History

History The Nostalgic Queen's Theatre is a modest purpose-built picture theatre built in 1939 in the town of Wallumbilla, 40 kilometres east of Roma. Wallumbilla is the largest of three small service towns in the Bendemere shire, whose economy is based on primary

production including cattle, grain and timber and on the natural gas industry. Europeans first settled the district in 1854 when Wallumbilla pastoral run was taken up. The township developed as a service town with the coming of the Western railway in 1880. In the 1900s films were brought to Wallumbilla by a traveling projectionist and shown in Bishop's Hall using a hand-cranked projector. At an unknown date the local shopkeeper, Eddie Murphy, purchased the hall and relocated it to the site of the current news agency. He renamed it Murphy's Hall and used it as a picture theatre showing silent films accompanied by piano. The Lumiere Brothers had produced the first moving films in Paris in 1895, followed by Edison in America in 1896, although these early films were very short and simply captured events without a narrative. The first feature movie 'the Story of the Kelly Gang' was made in Australia in 1906 and it was the ability of film to tell a story that was the key to its popularity. At first, films were shown as part of variety shows in theatres or were screened in halls. In the 1900s purpose built picture theatres showing a program of films accompanied by music were built in America, Europe and Australia. Some of those catering to centres with large populations were huge and luxurious, though most were far more modest. Films were much less expensive to show than live theatre and the equipment was easily transported, making them well suited as an entertainment in country areas, some films being displayed by 'picture show men' such as the one who travelled to Wallumbilla. The growing popularity of films led to the construction of many open-air theatres or simple shed-like buildings as permanent venues for showing film. Although theatre chains usually owned the large 'picture palaces' in cities, most small picture theatres in Queensland were independently owned and Queensland eventually had more independently owned theatres than any other state in Australia. These small ventures, frequently family owned, did not have the capital to build lavish premises, nor did they have a large client base in country areas and might screen films only once or twice a week. The Queen's Theatre at Wallumbilla is such a picture theatre. In 1930, Les Cadsow, a baker, bought the Wallumbilla hall and continued to use it as a picture theatre, naming it the De Luxe. It was renamed the Liberty Theatre, presumably when the Second World War broke out, but burned down in 1939. Cadsow bought new projectors with the thought of starting again but could not afford to do so and so he sold the projectors to the Giles brothers from Miles who constructed a new, purpose built picture theatre. Frank and Paddy Giles were saw millers and builders and also operated as Rex Touring Pictures. They showed films in Miles, Dulacca, Jackson, Yuleba and Wallumbilla over a weekly circuit. Wallumbilla had the Saturday night screening as it had the largest audience. The Wallumbilla theatre was simple in form with a timber frame clad in fibrous cement sheeting held by timber battens. Laminated arches of cypress pine, which allowed good sightlines to the screen, supported the roof. Timber was also used



for the floor and the walls, which were lined with Swedish hardboard for good acoustics, though the roof was unlined. Though simple, the picture theatre aspired to a touch of Hollywood glamour with Chinese lanterns over the lights and pictures of Warner Brothers and MGM stars on the walls. A country picture theatre such as the Queen's provided an important service to people in the surrounding area. Coming into town for a night at the pictures provided good family entertainment, a venue for courtship and an opportunity for people of all ages to meet. Picture theatres showed feature films, newsreels, and cartoons and were often also used for live shows and special events. They provided a stimulus for the imagination and a relief from isolation, particularly in the difficult years of World War II. They were a link with the wider community in Australia and with contemporary American culture as presented by Hollywood. For all these reasons, picture going enjoyed widespread popularity throughout rural Queensland between the 1920s and the advent of competition from television. In 1951 the Giles brothers sold the theatre to Hendrickas Johannes Payne and his wife Violet who ran it in conjunction with the Queen's Café across the road and hence the theatre became known as the Queen's Theatre. They upgraded the equipment and screened every Wednesday and Saturday night plus a Saturday matinee until 1962. In August 1962 Rodney and Shirley Houston leased the theatre from Payne. The sound system was modernized and new release movies were shown. To utilize the theatre when films were not being shown, roller-skating was introduced and proved very popular. In 1967 the Houstons bought the cinema and continued to show films even during the early 1970s when television began to displace going to the pictures as the most popular form of entertainment. The Queen's Theatre closed in 1975, but opened for 6 months over the summer of 1981. However, home videos then began to pose serious competition and the Queen's closed for 7 years. It was kept in good repair, however, and in 1988 was able to screen *The Man from Snowy River* in celebration of Australia's Bicentennial year. Films were shown again in 1993 to celebrate the Wallumbilla School Centenary. Double features were then shown to full houses on two successive nights. This success encouraged the owners to reopen the theatre, renaming it the Nostalgic Queen's Theatre. The equipment was upgraded and a new wide screen installed. The theatre was also connected to mains electricity supply, instead of the generator that had previously provided electricity. The theatre opened again in January 1994 screening on one Saturday night a month during the summer. The Nostalgic Queen's Theatre is still used intermittently to screen films and hosted the Movie Muster, a festival of Australian films, during the Centenary of Federation celebrations in 2001. The exterior cladding on the front of the building was replaced in the 1980s, when the confectionary counter opening onto the street on the right hand side of the entrance was sheeted over. The bottom panels of the fibrous cement sheeting on

the side and rear walls has been renewed with equivalent modern sheeting. The interior of the building is still intact.

Description

Designer Name

Style

Period

Interwar period (1920s - 1930s)

Builder Name

Giles, F & P

Construction Period

1939 - 1939

Construction Method

Frame - timber

Fabric (Exterior Structure)

Fibrous cement sheeting [eg Asbestos]

Fabric (Roof)

Roof Form

Gabled

Description

The Nostalgic Queen's Theatre is situated on the main highway through Wallumbilla. It is a rectangular building with a timber frame. The roof is gabled and the main elevation has a plain rectangular façade clad in metal sheeting with a central doorway below a small window. The sides and rear of the building are clad in fibrous cement panels held in place by timber battens. The interior forms a large rectangular auditorium with a ticket office to the right hand side of the entrance. Laminated timber arches support the roof and the level floor is timber. The walls are lined with vertical timber boards and hardboard sheeting. Canvas layback seats at the rear of the theatre and canvas armchairs at the front provide seating for about 200. The building does not currently have toilets.

Keywords

Keywords

Images and Maps

Images



## **Appendix C – Consultation Logs**

## Record of Contact

Contact mode: Meeting

Names of stakeholder/s: *Tony Garland*

Organisation (if applicable): *owner Yingerbay Station*

Address: Yingerbay Station

### Notes of contact

Content of communication:

Provided a good description of the former soldier settlement at Yingerbay, which was otherwise unknown from the sources and had the potential to be a site of archaeological significance, and confirmed information on location and layout of former Roma – Injune railway line;

Issues raised:

Very interested in the heritage survey.

Follow-up contact require: No

## Record of Contact

Contact mode: meeting

Names of stakeholder/s: *Valda Halfemeister*

Organisation (if applicable): *owner Westgrove Homestead*

Address: *Westgrove Homestead*

### Notes of contact

Content of communication:

Provided valuable information on Westgrove Homestead and its development, as well as the Injune Cypress Mill site. Valda also provided other useful contact names.

Issues raised:

Very interested in heritage survey.

Follow-up contact require: No

## Record of Contact

Contact mode: meeting

Names of stakeholder/s: **Bill Green**

Organisation (if applicable): **Caretaker Injune racetrack**

Address: Injune Racetrack

### Notes of contact

Content of communication:

Provided useful information on the development and history of Injune, in particular its saleyards and racetrack. Bill can also provide details for many other useful contacts regarding the heritage of this area.

Issues raised:

Very interested in the heritage survey.

Follow-up contact require: No

## Record of Contact

Contact mode: meeting

Names of stakeholder/s: John Clark

Organisation (if applicable): Capline Charters

Mobile no: 0409 631 950

### Notes of contact

Content of communication:

Gave valuable geographical information on Curtis Island, the development of industry at Gladstone and the possibility of a soldier settlement on Curtis Island;

Issues raised:

Very interested in the heritage survey.

Follow-up contact require: No

## Record of Contact

Contact mode: meeting

Names of stakeholder/s: Stuart Farmer (son of owner, Hazel Dean Homestead)

Organisation (if applicable): Hazel Dean Homestead

Address: Hazel Dean Homestead

Notes of contact

Content of communication:

Provided valuable contextual and historical information about the Hazel Dean Homestead and highlighted many of the significant features of the site

Issues raised:

Very interested in heritage survey.

Follow-up contact require: No