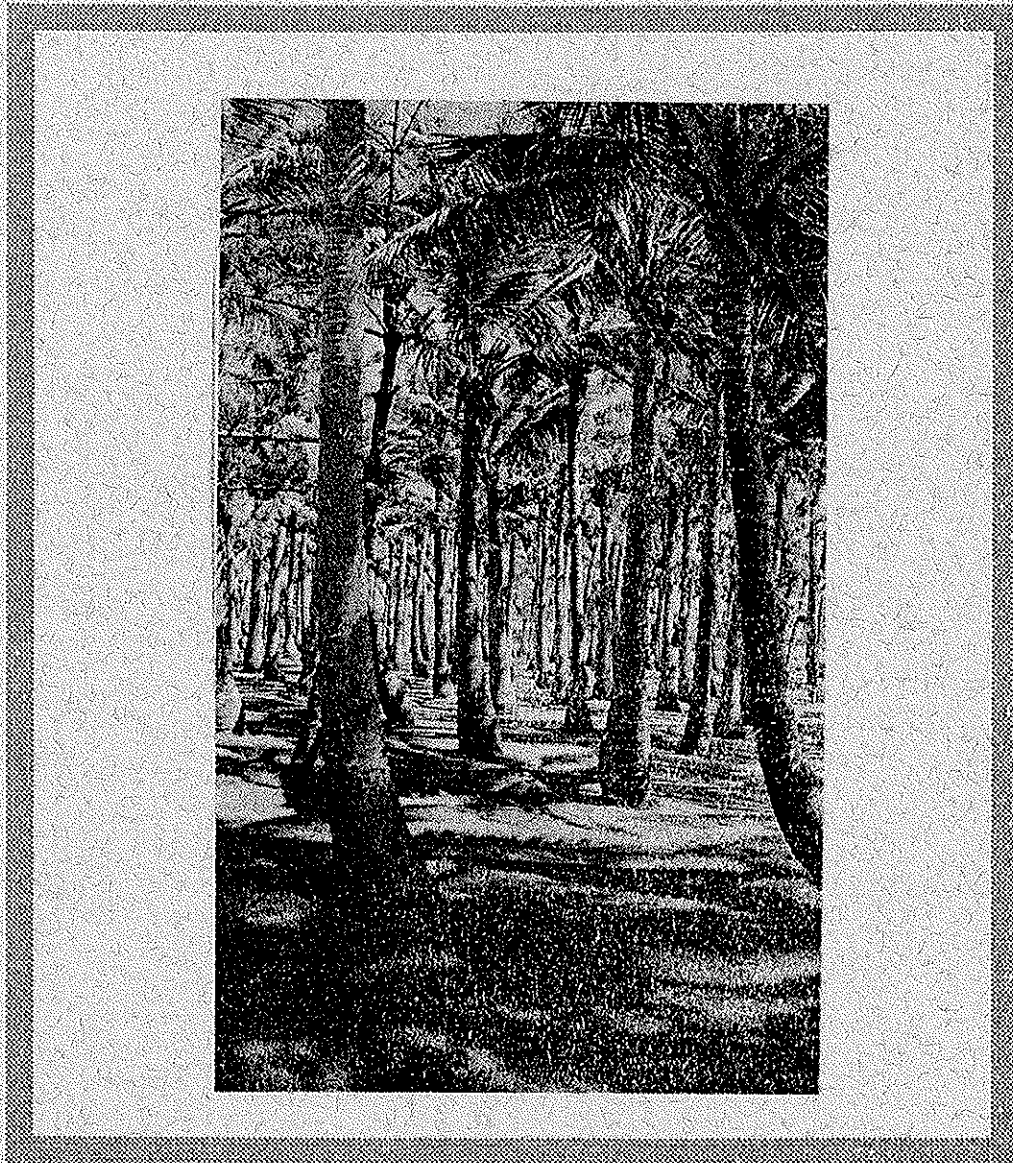


Mackay Region Pilot Heritage Study



Graeme Butler & Associates
1994

Mackay Region Pilot Heritage Study

Contents

Section One: Study Introduction

Study brief, methodology, criteria and historical themes, together with key sites within each theme

Section Two: Environmental History

A history of physical change in the post contact Mackay region

Section Three: Heritage Sites

Sites and areas in the region which illustrate the historical themes of Section Two and satisfy the criteria outlined in Section One. Each site has been evaluated on its potential heritage value to the region or its localities and some historical data is provided on many sites.

Appendices:

1. Site name index, for Section Three
2. Precincts & Mackay Street Trees
3. General Bibliography (see also Section Two)
4. Study Criteria

Master copy laser printed by Graeme Butler & Associates, 21 Alphington Street, Fairfield, Victoria, 1994

ISBN 0 646 19669 3

COPY

Appendices

1. Site Name Index, Section Two

The following sites are in *name* or, if there is no name, in *type* order, providing page numbers for the site data in Section Two. Most of the names used were the original names of the sites, with other, later names also given.

AARONS BUILDING, 84 WOOD STREET, MACKAY	176	CALEN STATE SCHOOL & RESIDENCE, TREES, 32-40 MCINTYRE STREET, CALEN	9
AMBASSADOR HOTEL, 2 SYDNEY STREET, MACKAY	148	CALEN URBAN AREA, MCINTYRE STREET, CALEN	6
ANDREWS BUILDINGS, 9- WOOD STREET, MACKAY	173	CAMERON MEMORIAL, MACKAY CEMETERY, CEMETERY ROAD, MACKAY	79
ANGLICAN RECTORY, 85 GOLDSMITH STREET, MACKAY	86	CAMPOR LAUREL, FIGS, off JIM MOULE STREET, GARGETT	35
ANZAC PARK MEMORIAL GATES, PLANTING, DUTTON STREET, WALKERSTON	214	CANE CUTTERS BARRACKS?, SEAFORTH YAKAPARI ROAD, SEAFORTH	207
APPLIANCES SPARES & REPAIRS, 34 GREGORY STREET, MACKAY	99	CANE LIFTING GANTRY & MACHINERY, BRUCE HIGHWAY, FARLEIGH	26
AUSTRALIAN HOTEL, 83 VICTORIA STREET, MACKAY	166	CANE LOADING GANTRY, MIRANI MT OSSA ROAD, DOWS CREEK	14
AUSTRALIAN JOINT STOCK BANK, LATER COMMONWEALTH BANK, 63 VICTORIA STREET, MACKAY	163	CANE LOADING GANTRY, off MACKAY HABANA ROAD, ETOWRI	19
AUSTRALIAN WATERSIDE WORKERS UNION, LATER MACKAY CITY BAND HALL, LEISURE COURT, MACKAY SOUTH	58	CANE LOADING RAMP, MT CHARLTON CALEN ROAD, MT CHARLTON	191
AUSTRALIAN WORKERS UNION BUILD, 7 GREGORY STREET, MACKAY	99	CANE TRAIN ENGINE, off PEAK DOWNS HIGHWAY, ETON	18
BALLYBRAC, 7 NEBO ROAD, MACKAY	123	CANE WORKERS HOUSING?, off BRUCE HIGHWAY, BEALLAH	3
BAMBOO GROVE, FRENCHMANS CREEK, off HOMEBUSH ROSELLA ROAD, HOMEBUSH	45	CAPITAL CAFE INTERIOR, 36 SYDNEY STREET, MACKAY	151
BANYAN TREE, JUBILEE PARK (<i>FICUS BENGHALENSIS</i>), ALFRED STREET, MACKAY	64	CATTLE CREEK MILL ENGINE SHED, off BAGLEY STREET, FINCH HATTON	31
BARRIE MILL MANAGER'S HOUSE & TREE ?, BARRIE LANE, ETON	16	CATTLE CREEK RAIL BRIDGE, MACKAY EUNGELLA ROAD, GARGETT	35
BISHOP HAYES MEMORIAL STATUE, off MACKAY EUNGELLA ROAD, MARIAN	182	CATTLE CREEK SUGAR MILL COMPLEX (PART), off BAGLEY STREET, FINCH HATTON	31
BLACKROCK CREEK TRESTLE RAILWAY BRIDGE, off BRUCE HIGHWAY, PINDI PINDI	199	CATTLE CREEK TRESTLE BRIDGE, MACKAY EUNGELLA ROAD, NETHERDALE	193
BLACKS BUILDING, 77c VICTORIA STREET, MACKAY	164	CAUSEWAY LOG BRIDGE REMNANT, NEILS BEACH ROAD, HABANA	40
BLOOMSBURY PRIMARY SCHOOL RESIDENCE, off BRUCE HIGHWAY, BLOOMSBURY	4	CENTRAL METHODIST CHURCH, 48 ? GREGORY STREET, MACKAY	100
BLOOMSBURY RAILWAY WATER TOWER, off BRUCE HIGHWAY, BLOOMSBURY	4	CENTRAL QUEENSLAND LAND COUNCIL, 31 SYDNEY STREET, MACKAY	150
BRIDGE RUIN, off MACKAY EUNGELLA ROAD, MARIAN	182	CHASELEY HOUSE, 7-9 SYDNEY STREET, MACKAY	148
BROKEN RIVER TRESTLE BRIDGE, MACKAY EUNGELLA ROAD, EUNGELLA	22	CHELONA METHODIST CHURCH?, PALMER STREET, NORTH MACKAY	194
BROWN & ASSOCIATE, 14 BRISBANE STREET, MACKAY	74	CHELONA STATE SCHOOL, RESIDENCE, TREES, off DUNROCK ROAD, CHELONA	11
BROWN'S DEPT. STORE, LATER MACKAY SPARE PARTS, 21-27 SYDNEY STREET, MACKAY	149	CHRISTENSEN, LATER RASMUSSEN HOUSE?, off BARRIE LANE, HOMEBUSH	42
BUNYA BUNYA, GREENMOUNT (<i>ARAUCARIA BIDWILLI</i>), GREENMOUNT ROAD, WALKERSTON SOUTH	212	CHRISTIAN BROTHERS SCHOOL & RESIDENCE, RIVER STREET, MACKAY	135
BUNYA BUNYA & HOOP PINES, MACKAY EUNGELLA ROAD, EUNGELLA	22	COACH HOUSE GALLERY, CHELMER STREET, EUNGELLA	19
BUNYA PINES (5), MACKAY EUNGELLA ROAD, EUNGELLA	22	COMINO'S BUILDING, 7 WOOD STREET, MACKAY	173
CALEN CAFE, 10 MCINTYRE STREET, CALEN	7	COYNE MEMORIAL, ANZAC AVENUE, MARIAN	177
CALEN CENTRAL STORE, 9? MCINTYRE STREET, CALEN	7	CREMORNE GARDENS COCONUT PALMS, CREMORNE STREET, MACKAY NORTH	55
CALEN CWA HALL, 120 MCINTYRE STREET, CALEN	10	CRITERION HOTEL, ANZAC PARADE, FINCH HATTON	29
CALEN DISTRICT WAR MEMORIAL HALL, 11 MCINTYRE STREET, CALEN	8	CROKER & SONS, 60 VICTORIA STREET, MACKAY	160
CALEN ELECTRICAL, 18 MCINTYRE STREET, CALEN	8	CROWN & ANCHOR HOTEL, 27 RIVER STREET, MACKAY	138
CALEN GENERAL STORE, 2-4 MCINTYRE STREET, CALEN	6	CSR HOMEBUSH SUGAR MILL COMPLEX, off STEVENS DRIVE, HOMEBUSH	48
CALEN HOTEL, 12-14? MCINTYRE STREET, CALEN	8	CURRENT NAME: FINCH HATTON ANGLICAN CHURCH	30
CALEN MASONIC HALL, 136 MCINTYRE STREET, CALEN	11	CURRENT NAME: FINCH HATTON CATHOLIC CHURCH & RESIDENCE	33
CALEN PICTURE THEATRE, 22? MCINTYRE STREET, CALEN	8	CURRENT NAME: HABANA CATHOLIC CHURCH	37
CALEN POLICE RESIDENCE?, BRUCE HIGHWAY, CALEN	4	CWA HALL, ZAHMEL STREET, FINCH HATTON	32
CALEN POLICE STATION, TREES, BRUCE HIGHWAY, CALEN	4	CWA HALL, GORDON STREET, MACKAY	88
CALEN PUBLIC GARDENS RESERVE PALMS, 3 MCINTYRE STREET, CALEN	7	CWA HALL?, PALM, HILL END ROAD, GLENELLA	36
CALEN R.A.O.B. HALL, 132? MCINTYRE STREET, CALEN	10	DAILY MERCURY BUILDING, 36 WOOD STREET, MACKAY	174
		DANCE HALL, LATER CWA HALL, JIM MOULE STREET, GARGETT	34

Mackay Region Pilot Heritage Study

DOWS CREEK SCHOOL HALL?, DOWS CREEK MT BURNEY ROAD, DOWS CREEK	12	HOME BUSH CHURCH SITE, off HOME BUSH ROSELLA ROAD, HOME BUSH	45
DUKE OF EDINBURGH HOTEL, DUTTON STREET, WALKERSTON	214	HOME BUSH MILL ENGINEER'S HOUSE SITE, TAMARINDS, STEVENS STREET, HOME BUSH	51
EIMEO HOTEL, off MANGO AVENUE, EIMEO	16	HOME BUSH PREEMPTIVE RIGHT STATION SITE, off HOME BUSH ROSELLA ROAD, HOME BUSH	45
ETON POLICE STATION & RESIDENCE, PEAK DOWNS HIGHWAY, NORTH ETON	194	HOME BUSH STATE SCHOOL, RESIDENCE & PLAYSHED, HOME BUSH ROSELLA ROAD, HOME BUSH	45
ETON STATE SCHOOL & RESIDENCE SHELTER, PROSPECT STREET, ETON	18	HOME BUSH STORE, HOME BUSH SARINA ROAD, HOME BUSH	46
EUNGELLA BEE CREEK GOLD WORKINGS, end DIGGINGS ROAD, EUNGELLA	21	HOOP PINE (<i>ARAUCARIA CUNNINGHAMI</i>), GREENMOUNT ROAD, WALKERSTON SOUTH	213
EUNGELLA PRESBYTERIAN, LATER UNITING CHURCH, CUMMINGS STREET, EUNGELLA	21	HOTEL MACKAY, 179 VICTORIA STREET, MACKAY	170
EUNGELLA STATE SCHOOL, TREES, CHELMER STREET, EUNGELLA	19	HOUSE, 27 ESPLANADE, BUCASIA	4
FARLEIGH COOPERATIVE SUGAR MILL ASSOCIATION., ARMSTRONG STREET, FARLEIGH	25	HOUSE, FARM COMPLEX, CALEN MT CHARLTON ROAD, CALEN	5
FARLEIGH MILL HALL, ARMSTRONG STREET, FARLEIGH	25	HOUSE, TREES, 7 MCINTYRE STREET, CALEN	7
FARLEIGH PICTURE THEATRE, ARMSTRONG STREET, FARLEIGH	23	HOUSE, TREES, 92 MCINTYRE STREET, CALEN	10
FARLEIGH POLICE STATION COMPLEX, TAYLOR STREET, FARLEIGH	26	HOUSE, TREES, off BRUCE HIGHWAY, CHELONA	11
FARLEIGH PRESBYTERIAN CHURCH, LATER GLENALLA GOSPEL HALL, 30 HILL END ROAD, GLENALLA	37	HOUSE, BRUCE HIGHWAY, DUNDULA	14
FARLEIGH RAILWAY STATION, FORMER, off RAINLOVER STREET, MACKAY SOUTH	58	HOUSE, MANGO AVENUE, EIMEO	16
FARM COMPLEX, TREES, 94? MCINTYRE STREET, CALEN	10	HOUSE, MANGO AVENUE, EIMEO	16
FARM COMPLEX, BRUCE HIGHWAY, CONINGSBY	12	HOUSE, ANZAC PARADE, FINCH HATTON	28
FARM COMPLEX, MACKAY HABANA ROAD, ETON	18	HOUSE, FENCE, ANZAC PARADE, FINCH HATTON	28
FARRELLYS STORE, 250 ? ALFRED STREET, MACKAY	65	HOUSE, 21 BARNES ROAD, MACKAY NORTH	55
FENCE, HOUSE, 319 SHAKESPEARE STREET, MACKAY	140	HOUSE, TREES, CREMORNE STREET, MACKAY NORTH	55
FIG, O'KEEFE STREET, MACKAY	126	HOUSE, FARM, PEAK DOWNS HIGHWAY, MACKAY WEST	59
FINCH HATTON POLICE STATION & RESIDENCE, BAGLEY STREET, FINCH HATTON	30	HOUSE, 354 ALFRED STREET, MACKAY	66
FINCH HATTON RAILWAY STATION, ANZAC PARADE, FINCH HATTON	28	HOUSE, 1 BAGLEY STREET, MACKAY	67
FINCH HATTON SHOWGROUNDS, TREES, ANZAC PARADE, FINCH HATTON	30	HOUSE, 3 BAGLEY STREET, MACKAY	68
FINCH HATTON STATE SCHOOL COMPLEX, ANZAC PARADE, FINCH HATTON	29	HOUSE, 4 BAGLEY STREET, MACKAY	68
FINCH HATTON WAR MEMORIAL, MANGO & SILKY OAK AVE., ANZAC PARADE, FINCH HATTON	26	HOUSE, 5 BAGLEY STREET, MACKAY	68
FLAT TOP ISLAND LIGHTHOUSE, FLAT TOP ISLAND	33	HOUSE, 6 BAGLEY STREET, MACKAY	68
FOUR WAYS PICTURE THEATRE, LATER ENGINEERING WORKSHOP, 1 HIGH STREET, WALKERSTON	216	HOUSE, 7 BAGLEY STREET, MACKAY	69
GARGETT STATE SCHOOL COMPLEX, TOM LYNCH STREET, GARGETT	35	HOUSE, 8 BAGLEY STREET, MACKAY	69
GENERAL GORDON HOTEL, HOME BUSH ROSELLA ROAD, HOME BUSH	43	HOUSE, 1 BEATON STREET, MACKAY	69
GOOD SHEPHERD CHURCH OF ENGLAND, ALEXANDRA STREET, MIRANI	187	HOUSE, 2 BEATON STREET, MACKAY	69
GORDON HOUSE, 18 GORDON STREET, MACKAY	88	HOUSE, TREES, 3 BEATON STREET, MACKAY	69
GRASSO SEARLES ROMANO, 13 GREGORY STREET, MACKAY	99	HOUSE, 4 BEATON STREET, MACKAY	70
GREENMOUNT HOMESTEAD, GREENMOUNT ROAD, WALKERSTON SOUTH	210	HOUSE, 5 BEATON STREET, MACKAY	70
HALF-WAY-HOUSE SITE, MANGO AVENUES, off MACKAY EUNGELLA ROAD, MIRANI	188	HOUSE, TREES, 6 BEATON STREET, MACKAY	70
HALL, off MARIAN ETON ROAD, NORTH ETON	194	HOUSE, 7 BEATON STREET, MACKAY	70
HALL, GARGETT OWENS CREEK ROAD, OWENS CREEK	196	HOUSE, 9 BEATON STREET, MACKAY	70
HALLIDAY'S COTTAGE OR SITE, off HALLIDAY YAKAPARI ROAD, HALLIDAY BAY	40	HOUSE, 10 BEATON STREET, MACKAY	71
HAMILTON RUN, off MACKAY EUNGELLA ROAD, MIRANI	189	HOUSE, 11 BEATON STREET, MACKAY	71
HAMILTONS BUILDING, 112 VICTORIA STREET, MACKAY	169	HOUSE, 12 BEATON STREET, MACKAY	71
HAMPDEN STATE SCHOOL, RESIDENCE & TREES, BRUCE HIGHWAY, HAMPDEN	40	HOUSE, 13 BEATON STREET, MACKAY	71
HAYLEYS PLACE, ANZAC AVENUE, MARIAN	178	HOUSE, 14 BEATON STREET, MACKAY	71
HERRON FARM COMPLEX, BUNYA BUNYA PINES, MACKAY EUNGELLA ROAD, EUNGELLA	22	HOUSE, 16 BEATON STREET, MACKAY	72
HOLY TRINITY CHURCH OF ENGLAND, 39 GORDON STREET, MACKAY	89	HOUSE, 17 BEATON STREET, MACKAY	72
HOLY TRINITY CHURCH OF ENGLAND HALL, 43-45 GORDON STREET, MACKAY	90	HOUSE, 18 BEATON STREET, MACKAY	72
HOLY TRINITY CHURCH OF ENGLAND RECTORY, 41 GORDON STREET, MACKAY	90	HOUSE, 19 BEATON STREET, MACKAY	72
		HOUSE, 21 BEATON STREET, MACKAY	72
		HOUSE, 23 BEATON STREET, MACKAY	73
		HOUSE, 25 BEATON STREET, MACKAY	73
		HOUSE, 14A? BRISBANE STREET, MACKAY	75
		HOUSE, 16 BRISBANE STREET, MACKAY	75
		HOUSE, 2 BYRON STREET, MACKAY	75
		HOUSE, 3 BYRON STREET, MACKAY	75
		HOUSE, 4 BYRON STREET, MACKAY	76
		HOUSE, 5 BYRON STREET, MACKAY	76
		HOUSE, 7 BYRON STREET, MACKAY	76
		HOUSE, 11 BYRON STREET, MACKAY	76
		HOUSE, 15 BYRON STREET, MACKAY	76
		HOUSE, 15-17? CARLYLE STREET, MACKAY	77
		HOUSE, 29 CARLYLE STREET, MACKAY	77
		HOUSE, 35 CARLYLE STREET, MACKAY	77
		HOUSE, 39 CARLYLE STREET, MACKAY	77
		HOUSE, 54 CARLYLE STREET, MACKAY	78
		HOUSE, 72 CARLYLE STREET, MACKAY	78
		HOUSE, 74 CARLYLE STREET, MACKAY	78
		HOUSE, 76 CARLYLE STREET, MACKAY	78
		HOUSE, 78 CARLYLE STREET, MACKAY	79
		HOUSE, 7 DUNCAN STREET, MACKAY	80
		HOUSE, 8 GEORGE STREET, MACKAY	80
		HOUSE, 36 GEORGE STREET, MACKAY	81
		HOUSE, 38 GEORGE STREET, MACKAY	81

Mackay Region Pilot Heritage Study

HOUSE, 40 GEORGE STREET, MACKAY	81	HOUSE, 61 MACALISTER STREET, MACKAY	116
HOUSE, 44 GEORGE STREET, MACKAY	81	HOUSE, 1 MARRYATT STREET, MACKAY	117
HOUSE, 54 GEORGE STREET, MACKAY	81	HOUSE, 5 MARRYATT STREET, MACKAY	118
HOUSE, 60 GEORGE STREET, MACKAY	81	HOUSE, 7 MARRYATT STREET, MACKAY	118
HOUSE, 75 GEORGE STREET, MACKAY	82	HOUSE, 9 MARRYATT STREET, MACKAY	118
HOUSE, FENCE, 76 GEORGE STREET, MACKAY	82	HOUSE, 11 MARRYATT STREET, MACKAY	118
HOUSE, 77 GEORGE STREET, MACKAY	82	HOUSE, 6 MARRYATT STREET, MACKAY	119
HOUSE, FENCE, 78 GEORGE STREET, MACKAY	82	HOUSE, 14 MOORE STREET, MACKAY	121
HOUSE, 79 GEORGE STREET, MACKAY	82	HOUSE, 1 PARK STREET, MACKAY	126
HOUSE, 81 GEORGE STREET, MACKAY	83	HOUSE, 2 PARK STREET, MACKAY	127
HOUSE, 83 GEORGE STREET, MACKAY	83	HOUSE, 3 PARK STREET, MACKAY	127
HOUSE, 84 GEORGE STREET, MACKAY	83	HOUSE, 4 PARK STREET, MACKAY	127
HOUSE, 86 GEORGE STREET, MACKAY	83	HOUSE, 6 PARK STREET, MACKAY	127
HOUSE, 92 GEORGE STREET, MACKAY	83	HOUSE, 9 PARK STREET, MACKAY	127
HOUSE, 92 GEORGE STREET, MACKAY	83	HOUSE, 10 PARK STREET, MACKAY	128
HOUSE, TREES, 18 GOLDSMITH STREET, MACKAY	84	HOUSE, 11 PARK STREET, MACKAY	128
HOUSE, 20 GOLDSMITH STREET, MACKAY	85	HOUSE, 13 PARK STREET, MACKAY	128
HOUSE, 22 GOLDSMITH STREET, MACKAY	85	HOUSE, 15 PARK STREET, MACKAY	128
HOUSE, 24 GOLDSMITH STREET, MACKAY	85	HOUSE, 17 PARK STREET, MACKAY	128
HOUSE, 26 GOLDSMITH STREET, MACKAY	85	HOUSE, 19 PARK STREET, MACKAY	129
HOUSE, 28 GOLDSMITH STREET, MACKAY	85	HOUSE, 21 PARK STREET, MACKAY	129
HOUSE, 30 GOLDSMITH STREET, MACKAY	86	HOUSE, FENCE, TREE, 17 PENN STREET, MACKAY	130
HOUSE, 32 GOLDSMITH STREET, MACKAY	86	HOUSE, 61 SHAKESPEARE STREET, MACKAY	138
HOUSE, 89 GOLDSMITH STREET, MACKAY	86	HOUSE, 65 SHAKESPEARE STREET, MACKAY	139
HOUSE, 93 GOLDSMITH STREET, MACKAY	87	HOUSE, 73 SHAKESPEARE STREET, MACKAY	139
HOUSE, 377 GORDON STREET, MACKAY	88	HOUSE, 289 SHAKESPEARE STREET, MACKAY	139
HOUSE, 15 HOLLAND STREET, MACKAY	100	HOUSE, 299 SHAKESPEARE STREET, MACKAY	139
HOUSE, 1 JAMES STREET, MACKAY	101	HOUSE, 313 SHAKESPEARE STREET, MACKAY	140
HOUSE, 2 JAMES STREET, MACKAY	102	HOUSE, 317 SHAKESPEARE STREET, MACKAY	140
HOUSE, 3 JAMES STREET, MACKAY	102	HOUSE, 355 SHAKESPEARE STREET, MACKAY	140
HOUSE, 8 JAMES STREET, MACKAY	102	HOUSE, 357 SHAKESPEARE STREET, MACKAY	140
HOUSE, 32 JULIET STREET, MACKAY	105	HOUSE, 361 SHAKESPEARE STREET, MACKAY	141
HOUSE, 43 JULIET STREET, MACKAY	105	HOUSE, 1 SNEYD STREET, MACKAY	141
HOUSE, 65 JULIET STREET, MACKAY	105	HOUSE, 2 SNEYD STREET, MACKAY	141
HOUSE, 68 JULIET STREET, MACKAY	105	HOUSE, 3 SNEYD STREET, MACKAY	141
HOUSE, 69 JULIET STREET, MACKAY	106	HOUSE, 4 SNEYD STREET, MACKAY	142
HOUSE, GARDEN, TREES, 86 JULIET STREET, MACKAY	106	HOUSE, 5 SNEYD STREET, MACKAY	142
HOUSE, 106 JULIET STREET, MACKAY	107	HOUSE, 7 SNEYD STREET, MACKAY	143
HOUSE, 1 LLOYD STREET, MACKAY	107	HOUSE, 8 SNEYD STREET, MACKAY	143
HOUSE, 3 LLOYD STREET, MACKAY	107	HOUSE, 10 SNEYD STREET, MACKAY	143
HOUSE, 4 LLOYD STREET, MACKAY	108	HOUSE, 11 SNEYD STREET, MACKAY	143
HOUSE, 5 LLOYD STREET, MACKAY	108	HOUSE, 12 SNEYD STREET, MACKAY	143
HOUSE, 6 LLOYD STREET, MACKAY	108	HOUSE, 13 SNEYD STREET, MACKAY	144
HOUSE, 7 LLOYD STREET, MACKAY	108	HOUSE, 14 SNEYD STREET, MACKAY	144
HOUSE, TREES, 8 LLOYD STREET, MACKAY	108	HOUSE, 15 SNEYD STREET, MACKAY	144
HOUSE, 9 LLOYD STREET, MACKAY	109	HOUSE, 16 SNEYD STREET, MACKAY	144
HOUSE, 10 LLOYD STREET, MACKAY	109	HOUSE, 18 SNEYD STREET, MACKAY	145
HOUSE, 11 LLOYD STREET, MACKAY	109	HOUSE, 20 SNEYD STREET, MACKAY	145
HOUSE, 13 LLOYD STREET, MACKAY	109	HOUSE, 22 SNEYD STREET, MACKAY	145
HOUSE, 14 LLOYD STREET, MACKAY	109	HOUSE, TREES, 24 SNEYD STREET, MACKAY	145
HOUSE, 15 LLOYD STREET, MACKAY	110	HOUSE, 26 SNEYD STREET, MACKAY	145
HOUSE, 16 LLOYD STREET, MACKAY	110	HOUSE, 28 SNEYD STREET, MACKAY	146
HOUSE, 17 LLOYD STREET, MACKAY	110	HOUSE, 30 SNEYD STREET, MACKAY	146
HOUSE, 19 LLOYD STREET, MACKAY	110	HOUSE, 7 SOPHIA STREET, MACKAY	146
HOUSE, 20 LLOYD STREET, MACKAY	110	HOUSE, FENCE, 19 STEVENSON STREET, MACKAY	146
HOUSE, 20 LLOYD STREET, MACKAY	111	HOUSE, 1 TAIT STREET, MACKAY	153
HOUSE, 21 LLOYD STREET, MACKAY	111	HOUSE, 2 TAIT STREET, MACKAY	153
HOUSE, 22 LLOYD STREET, MACKAY	111	HOUSE, 4 TAIT STREET, MACKAY	153
HOUSE, 23 LLOYD STREET, MACKAY	111	HOUSE, 5 TAIT STREET, MACKAY	153
HOUSE, 24 LLOYD STREET, MACKAY	111	HOUSE, 6 TAIT STREET, MACKAY	153
HOUSE, 25 LLOYD STREET, MACKAY	112	HOUSE, 7 TAIT STREET, MACKAY	154
HOUSE, 26 LLOYD STREET, MACKAY	112	HOUSE, 9 TAIT STREET, MACKAY	154
HOUSE, 27 LLOYD STREET, MACKAY	112	HOUSE, 10 TAIT STREET, MACKAY	154
HOUSE, 28 LLOYD STREET, MACKAY	112	HOUSE, 12 TAIT STREET, MACKAY	154
HOUSE, 29 LLOYD STREET, MACKAY	112	HOUSE, 13 TAIT STREET, MACKAY	154
HOUSE, 32 LLOYD STREET, MACKAY	113	HOUSE, 15 TAIT STREET, MACKAY	155
HOUSE, 33 LLOYD STREET, MACKAY	113	HOUSE, 17 TAIT STREET, MACKAY	155
HOUSE, 34 LLOYD STREET, MACKAY	113	HOUSE, 18 TAIT STREET, MACKAY	155
HOUSE, 35 LLOYD STREET, MACKAY	113	HOUSE, 19 TAIT STREET, MACKAY	155
HOUSE, 36 LLOYD STREET, MACKAY	113	HOUSE, 22 TAIT STREET, MACKAY	155
HOUSE, 38 LLOYD STREET, MACKAY	114	HOUSE, 24 TAIT STREET, MACKAY	156
HOUSE, 40 LLOYD STREET, MACKAY	114	HOUSE, 26 TAIT STREET, MACKAY	156
HOUSE, 42 LLOYD STREET, MACKAY	114	HOUSE, 28 TAIT STREET, MACKAY	156
HOUSE, 44 LLOYD STREET, MACKAY	114	HOUSE, 30 TAIT STREET, MACKAY	156
HOUSE, 49 LLOYD STREET, MACKAY	115	HOUSE, 34 TAIT STREET, MACKAY	157
HOUSE, 45 MACALISTER STREET, MACKAY	116	HOUSE, 36 TAIT STREET, MACKAY	157
HOUSE, 51 MACALISTER STREET, MACKAY	116	HOUSE, 44 TAIT STREET, MACKAY	157

Mackay Region Pilot Heritage Study

HOUSE, 15 TAYLOR STREET, MACKAY	157	MACKAY AGRICULTURAL SHOW GROUNDS, MILTON STREET, MACKAY	119
HOUSE, FENCE, 17 TAYLOR STREET, MACKAY	162	MACKAY BULK SUGAR TERMINAL, off KEN WHITE AVENUE, MACKAY	107
HOUSE, 21 TAYLOR STREET, MACKAY	158	MACKAY CHINATOWN, VICTORIA STREET, MACKAY	160
HOUSE, 23 TAYLOR STREET, MACKAY	159	MACKAY COURT HOUSE, LATER MACKAY POLICE STATION, BRISBANE STREET, MACKAY	73
HOUSE, 77,79 WOOD STREET, MACKAY	175	MACKAY COURT HOUSE, 61 VICTORIA STREET, MACKAY	161
HOUSE, MACKAY EUNGELLA ROAD, MIRANI	182	MACKAY CUSTOMS HOUSE, RIVER STREET, MACKAY	133
HOUSE, 14 ALEXANDRA STREET, MIRANI	188	MACKAY GENERAL CEMETERY, CEMETERY ROAD, MACKAY	79
HOUSE, FARM, off MACKAY EUNGELLA ROAD, MIRANI	188	MACKAY HARBOUR, WHARVES & SHEDS, KEN WHITE AVENUE, MACKAY	107
HOUSE, FARM, off MACKAY EUNGELLA ROAD, MIRANI	190	MACKAY HARBOUR BOARD OFFICES LATER MACKAY PORT AUTHORITY OFFICES, HARBOUR ROAD, MACKAY	100
HOUSE, VICTORIA STREET, MIRANI	190	MACKAY INTERMEDIATE, LATER MACKAY CENTRAL STATE SCHOOL, ALFRED STREET, MACKAY	62
HOUSE, FARM, WALZ LANE, MIRANI	190	MACKAY LIERSURETIME FURNITURE, 41 VICTORIA STREET, MACKAY	160
HOUSE, MIRANI MT CHARLTON ROAD, MT CHARLTON	191	MACKAY MASONIC TEMPLE, 57 WOOD STREET, MACKAY	175
HOUSE, FARM COMPLEX, MT CHARLTON CALEN ROAD, MT CHARLTON	191	MACKAY POST OFFICE, RIVER STREET, MACKAY	133
HOUSE, TREES, HANNANS ROAD, NORTH ETON	193	MACKAY RACECOURSE SITE & TREES, off PEAK DOWNS HIGHWAY, MACKAY	129
HOUSE, MACKAY EUNGELLA ROAD, PLEYSTOWE	201	MACKAY RAILWAY STATION, FORMER, BODDINGTON STREET, MACKAY	73
HOUSE, MACKAY EUNGELLA ROAD, PLEYSTOWE	201	MACKAY RAILWAY STATION SITE, FORMER, off ALFRED STREET, MACKAY	67
HOUSE, 2 ACACIA AVENUE, SEAFORTH	202	MACKAY RAILWAYS WORKSHOPS, off GORDON STREET, MACKAY	97
HOUSE, 8 POINCIANA AVENUE, SEAFORTH	204	MACKAY SEA SCOUTS?, MULHERIN DRIVE, MACKAY HARBOUR	54
HOUSE, 10 POINCIANA AVENUE, SEAFORTH	205	MACKAY SEWERAGE AUTHORITY PUMP HOUSES, off GORDON STREET, MACKAY	97
HOUSE, 22 POINCIANA AVENUE, SEAFORTH	205	MACKAY T&G MUTUAL LIFE ASSURANCE SOCIETY, 116 VICTORIA STREET, MACKAY	169
HOUSE, FARM, SEAFORTH YAKAPARI ROAD, SEAFORTH	207	MACKAY TECHNICAL COLLEGE & HIGH SCHOOL, LATER MACKAY TAFE STUDENT SUPPORT, 185 ALFRED STREET, MACKAY	64
HOUSE, TREES, HOMEBUSH SARINA ROAD, SUNNYSIDE	207	MACKAY TOWN HALL, 63? SYDNEY STREET, MACKAY	152
HOUSE, PEAK DOWNS HIGHWAY, VINCE	209	MACKAY TOWN HOUSE, 73 VICTORIA STREET, MACKAY	164
HOUSE, PEAK DOWNS HIGHWAY, VINCE	210	MADILL HOUSE, 2A DUNCAN STREET, MACKAY	79
HOUSE, FADDEN STREET, WALKERSTON	215	MAGUIRE'S HOTEL, 17 WOOD STREET, MACKAY	174
HOUSE, 5 FADDEN STREET, WALKERSTON	215	MANGO AVENUE (<i>MANGIFERA INDICA</i>), MANGO AVENUE, EIMEO	15
HOUSE, 8 FADDEN STREET, WALKERSTON	215	MARIAN CATHOLIC CHURCH, MACKAY EUNGELLA ROAD, MIRANI	179
HOUSE, 10 FADDEN STREET, WALKERSTON	215	MARIAN CATHOLIC PARISH SCHOOL/HALL, MACKAY EUNGELLA ROAD, MIRANI	181
HOUSE, GARDEN, 24 FADDEN STREET, WALKERSTON	216	MARIAN CATHOLIC PRESBYTERY, MACKAY EUNGELLA ROAD, MIRANI	180
HOUSE, 4 HIGH STREET, WALKERSTON	217	MARIAN CONVENIENCE STORE, FIG, MIRANI ETON ROAD, MIRANI	184
HOUSE, 21 MCCOLL STREET, WALKERSTON	218	MARIAN MILL HOUSES, CHIVERS STREET, MIRANI	179
HOUSE, BRUCE HIGHWAY, YALBOROO	220	MARIAN MILL MANAGER'S HOUSE, LATER MELBA HOUSE, off MACKAY EUNGELLA ROAD, MIRANI	183
HOUSE & HOOP PINE, MACKAY EUNGELLA ROAD, WALLINGFORD	219	MARIAN MILL RIVETED ELEVATED TANKS, off ANZAC AVENUE, MIRANI	179
HOUSE (MILL?), MIRANI ETON ROAD, NORTH ETON	193	MARIAN POLICE RESIDENCE?, MACKAY EUNGELLA ROAD, MIRANI	182
HOUSE (MILL?), MIRANI ETON ROAD, NORTH ETON	193	MARIAN POLICE STATION, MACKAY EUNGELLA ROAD, MIRANI	181
HOUSE GROUP, GRIFFIN STREET, MACKAY	100	MARIAN RAILWAY STATION, MIRANI ETON ROAD, MIRANI	184
HOUSE PRECINCT, JAMES STREET, MACKAY	101	MARIAN SCOUT & CUB HALLS, PINE, REG SMITH STREET, MIRANI	184
HOUSES, DREW STREET, FINCH HATTON	32	MARIAN STATE SCHOOL, FIGS, TAMARIND TREES, ANZAC AVENUE, MIRANI	178
HOUSES, 7&9 CARLYLE STREET, MACKAY	77	MATER MISERICORDIAE HOSPITAL, GORDON STREET, MACKAY	87
HOUSES, 22,24 GEORGE STREET, MACKAY	80	MEATWORKS, FORMER, off BRUCE HIGHWAY, DUNDULA	15
HOUSES, 4, 6 JAMES STREET, MACKAY	102	MELROSE & FENWICK MONUMENTAL MASONS, 437 SHAKESPEARE STREET, MACKAY	141
HOUSES, POINCIANA AVENUE, SEAFORTH	204	MEMORIAL FIG AVENUE, MACKAY EUNGELLA ROAD, PLEYSTOWE	200
HUNT HOUSE, CHRIS JOHNSON STREET, GARGETT	33	MEMORIAL GATES, PEAK DOWNS HIGHWAY, ETON	18
JARRETT'S STORE, ALEXANDRA STREET, MIRANI	186	MEMORIAL MANGO AVENUE, MACKAY EUNGELLA ROAD, PLEYSTOWE	200
JOHN & ELIZ. COOK & CPT J MACKAY MEMORIALS (2), off MACKAY EUNGELLA ROAD, WALKERSTON	217		
JOHN MACKAY MEMORIAL CLOCK, 112 near VICTORIA STREET, MACKAY	169		
JUBILEE PARK, ALFRED STREET, MACKAY	61		
JUBILEE PARK BANDSTAND, ALFRED STREET, MACKAY	62		
JUBILEE PARK WAR MEMORIAL, ALFRED STREET, MACKAY	59		
JUBILEE TREE (<i>FICUS RELIGIOSA</i>), QUEENS PARK, off GORDON STREET, MACKAY	99		
KANAKA BURIAL/VILLAGE SITE, HOMEBUSH ROSELLA ROAD, HOMEBUSH	42		
KOLIJO RAILWAY STATION, off BRUCE HIGHWAY, KOLIJO	51		
KOLIJO RAILWAY WATER TOWER, off BRUCE HIGHWAY, KOLIJO	52		
LAMBERT'S ECONOMIC STORES, 89- VICTORIA STREET, MACKAY	166		
LEICHHARDT HOTEL, 25? RIVER STREET, MACKAY	137		
LEICHHARDT TREE (<i>NAUCLEA ORIENTALIS</i>), 25 near RIVER STREET, MACKAY	137		
LEICHHARDT TREE (<i>NAUCLEA ORIENTALIS</i>), SUNNYSIDE MUNBURRA ROAD, SUNNYSIDE	208		
LICENSE GATE HILL, BARRIE LANE, HOMEBUSH	41		
LIEUT THOMAS ARMSTRONG MEMORIAL AT ST JAMES, ANZAC AVENUE, MIRANI	177		
LISTER HOSPITAL, LATER MACKAY STUDENT RESEARCH, 295-313 ALFRED STREET, MACKAY	65		
LISTER HOSPITAL, LATER GREEN GABLES, 4 NELSON STREET, MACKAY	124		
MACDONALD HOUSE, ANZAC AVENUE, MIRANI	178		

Mackay Region Pilot Heritage Study

MIRANI CEMETERY, ALEXANDRA STREET, MIRANI.....	187	QUEENSLAND NATIONAL BANK, LATER NATIONAL BANK OF AUSTRALASIA, LATER METWAY BUILDING, 79 VICTORIA STREET, MACKAY	164
MIRANI CWA HALL, ALEXANDRA STREET, MIRANI.....	187	QUEENSLAND NATIONAL BANK MANAGER'S RESIDENCE, LATER HOGS BREATH CAFE, 39 WOOD STREET, MACKAY	174
MIRANI POLICE STATION, ALEXANDRA STREET, MIRANI	187	QUEENSLAND NATIONAL BANK?, LATER COMINO & SONS, 14 SYDNEY STREET, MACKAY	148
MIRANI RAILWAY STATION & TREES, ALEXANDRA STREET, MIRANI	185	QUEENSLAND RAILWAYS GOODS SHED, off ALFRED STREET, MACKAY	67
MISSION HALL, MS 60 ROSELLA HOMEBUSH ROAD, HOMEBUSH	46	QUEENSLAND RAILWAYS INSTITUTE HALL, PALMS, PARK STREET, MACKAY	126
MOOHIN'S STORE, RIVER STREET, MACKAY	134	RACECOURSE SUGAR MILL, PEAK DOWNS HIGHWAY, MACKAY WEST	59
MOOHINS MACKAY SECOND HAND STORE, 52 VICTORIA STREET, MACKAY	160	RAILWAY CUTTING, TIMBER MILL AND SIDING?, JIM MOULE STREET, GARGETT	34
MT CHARLTON CATHOLIC CHURCH, MT CHARLTON MT OSSA ROAD, MT CHARLTON.....	191	RAILWAY TRESTLE BRIDGE, off BRUCE HIGHWAY, BEALLAH 3 RAILWAYS HOUSING?, 20 PARK STREET, MACKAY	129
MT CHARLTON STATE SCHOOL, MT CHARLTON MT OSSA ROAD, MT CHARLTON	192	RAILWAYS HOUSING? & HALL, PORTER STREET, MACKAY	131
MT OSSA RAILWAY STATION BUILDINGS, BRUCE HIGHWAY, MT OSSA	192	RAIN TREE (SAMANEA SAMAN), PALMS, NEBO ROAD, MACKAY	123
MULHERIN MEMORIAL, ARMSTRONG STREET, FARLEIGH	26	RAJPUT, 29 SYDNEY STREET, MACKAY	150
MULHERIN MEMORIAL PARK, MULHERIN DRIVE, MACKAY HARBOUR	54	RELIANCE CREEK CONCRETE BRIDGE, MACKAY HABANA ROAD, HABANA	39
MULHERIN MEMORIAL PARK TOILETS, off MULHERIN DRIVE, MACKAY HARBOUR.....	54	RICHMOND SUGAR COMPANY MILL COMPLEX, MACKAY HABANA ROAD, HABANA	37
MULHERIN MEMORIAL PARK TOILETS, off MULHERIN DRIVE, MACKAY HARBOUR.....	54	ROSS CREEK FORD, BARRIE LANE, HOMEBUSH	41
NABILLA CEMETERY, off MACKAY EUNGELLA ROAD, MARIAN.....	183	ROYAL & ANCIENT ORDER BUFFALOES HALL, VICTORIA STREET, MACKAY	159
NATIONAL BANK OF AUSTRALIA, LATER SEYMOUR ALMAN, 33 SYDNEY STREET, MACKAY	150	ROYAL PALM ROW, SYDNEY STREET, MACKAY	146
NATIONWIDE REALTY, 58 WOOD STREET, MACKAY	175	ROYAL PALM ROW (ROYSTONEA REGIA), VICTORIA STREET, MACKAY	160
NOBLE'S RAILWAY, LATER LANGFORDS HOTEL, 40 TENNYSON STREET, MACKAY	159	ROYAL PALM ROW (ROYSTONEA REGIA), WOOD STREET, MACKAY	171
NORTH ETON SUGAR MILL REMNANTS, MARIAN ETON ROAD, NORTH ETON	193	RSL MEMORIAL HALL & HAT, 74? SYDNEY STREET, MACKAY	152
NUBRICK GLENELLA BRICKWORKS, GLENELLA ROAD, GLENELLA	36	RSSAILA HALL, LATER FINCH HATTON RSL, ANZAC PARADE, FINCH HATTON	29
OCTAGONAL STOCKYARD?, BRUCE HIGHWAY, AMINUNGO	2	RUBBER TREE (FICUS ELASTICA), GREENMOUNT, GREENMOUNT ROAD, WALKERSTON SOUTH	213
OFFICES, FACTORY, ? TENNYSON STREET, MACKAY	159	RUSTY NAIL ANTIQUES, 16 SYDNEY STREET, MACKAY	149
OFFICES?, WOOD STREET, MACKAY	171	SANDIFORD STATE SCHOOL COMPLEX, MACKAY HOMEBUSH ROAD, SANDIFORD	202
ORR'S MACHINE SHED, HOMEBUSH ROSELLA ROAD, HOMEBUSH	42	SANDY CREEK SUSPENSION BRIDGE PYLON BASE, BRUCE HIGHWAY, HOMEBUSH.....	42
PAGET RAILWAY STATION, FORMER, ARCHIBALD STREET, MACKAY SOUTH	57	SCHOOL, FORMER, MIRANI MT CHARLTON ROAD, GUEYAN	37
PALACE HOTEL, 82 VICTORIA STREET, MACKAY	165	SEAFORTH COTTAGE (CWA), PALMS AVENUE?, SEAFORTH	204
PALM AVENUE, 10 near FADDEN STREET, WALKERSTON	215	SEAFORTH SCOUT HALL, SEAFORTH YAKAPARI ROAD, SEAFORTH	206
PALM TREE CREEK RAIL BRIDGE, MACKAY EUNGELLA ROAD, GARGETT.....	35	SEAFORTH STATE SCHOOL, SEAFORTH YAKAPARI ROAD, SEAFORTH	206
PAPER BARKS (MELALEUCA LEUCADENDRON), BALL BAY YAKAPARI ROAD, BALL BAY	2	SEAFORTH URBAN & LANDSCAPE AREA, PALMS & POINCIANA AVENUES, SEAFORTH	203
PAPER CHAIN, 8 SYDNEY STREET, MACKAY	148	SELWYN HOUSE, COWLEYS ROAD, OORALEA	194
PAXTON & CO'S BUILDING, 10 RIVER STREET, MACKAY	135	SHOP, 8 MCINTYRE STREET, CALEN	7
PINDI PINDI BRICK WORKS, off BRUCE HIGHWAY, PINDI PINDI	196	SHOP, 92- VICTORIA STREET, MACKAY	167
PINE ISLET LIGHT STATION, off HARBOUR ROAD, MACKAY HARBOUR	53	SHOP, 102- VICTORIA STREET, MACKAY	168
PINNACLE CATHOLIC CHURCH, MACKAY EUNGELLA ROAD, PINNACLE	199	SHOP, 108- VICTORIA STREET, MACKAY	168
PIONEER HOTEL, LATER MIRANI HOTEL, ALEXANDRA STREET, MIRANI	185	SHOP, 86 WOOD STREET, MACKAY	176
PIONEER RIVER RAILWAY CROSSINGS, MACKAY EUNGELLA ROAD, MIRANI	188	SHOP & HOUSE GROUP, ANZAC PARADE, FINCH HATTON	28
PIONEER SHIRE OFFICES, 3-5 ? WOOD STREET, MACKAY	173	SHOP & RESIDENCE, ZAHMEL STREET, FINCH HATTON	32
PIONEER VALLEY RAILWAY & STRUCTURES, MACKAY TO FINCH HATTON, MACKAY REGION	56	SHOP GROUP, 2-42 (approx.) WOOD STREET, MACKAY	172
PLEYSTOWE GENERAL STORE, MACKAY EUNGELLA ROAD, PLEYSTOWE	201	SHOPS, JIM MOULE STREET, GARGETT	34
PLEYSTOWE SUGAR MILL & PLANTING, MACKAY EUNGELLA ROAD, PLEYSTOWE	201	SHOPS, 5 SYDNEY STREET, MACKAY	148
POLICE BARRACKS, 10 BRISBANE STREET, MACKAY	74	SHOPS, 91-95 VICTORIA STREET, MACKAY	167
POLICE SERGEANTS RESIDENCE, 12 BRISBANE STREET, MACKAY	74	ST ANDREWS CHURCH OF ENGLAND, BAGLEY STREET, FINCH HATTON	30
PORT CURTIS COOP. DAIRY ASSOCIATION LTD., CMS AGENCIES, 18 VICTORIA STREET, MACKAY	160	ST CATHERINE'S ANGLICAN CHURCH, MCINTYRE STREET, CALEN	6
PRINCE OF WALES HOTEL, 1 SYDNEY STREET, MACKAY	147	ST FRANCIS DE SALE'S CHURCH, ZAHMEL STREET, FINCH HATTON	33
QUEEN VICTORIA PARK?, LATER VICTORIA PARK, NOW QUEENS PARK, off GORDON STREET, MACKAY	91	ST GILES ANGLICAN CHURCH, ANZAC AVENUE, MARIAN	178
		ST HELENS CREEK RAILWAY TRESTLE BRIDGE, off BRUCE HIGHWAY, KOLIJO	53

Mackay Region Pilot Heritage Study

ST JOHNS AMBULANCE, ALFRED STREET, MACKAY	61
ST MARY'S CATHOLIC CHURCH & PRESBYTERY, 42 JULIET STREET, MACKAY SOUTH	58
ST PATRICK'S CATHOLIC PRESBYTERY, RIVER STREET, MACKAY	131
ST PATRICK'S CATHOLIC SCHOOL, RIVER STREET, MACKAY	135
ST PATRICKS MEMORIAL CHURCH, RIVER STREET, MACKAY	132
ST PAULS PRESBYTERIAN LATER UNITING CHURCH, 17-19 MACALISTER STREET, MACKAY	115
ST PAULS SUNDAY SCHOOL, LATER HALL, 17-19 MACALISTER STREET, MACKAY	115
ST PETER & PAUL CATHOLIC CHURCH, HABANA ROAD, HABANA	37
STAN OBST, 81 WOOD STREET, MACKAY	176
STAR THEATRE, LATER RETRAVISION, DUTTON STREET, WALKERSTON	214
STORE & FINCH HATTON POST OFFICE, ZAHMEL STREET, FINCH HATTON	32
STORMWATER DRAINS, off ANZAC PARADE, FINCH HATTON	30
SUGAR RESEARCH DIRECTOR'S RESIDENCE, NEBO ROAD, MACKAY	123
SUGAR RESEARCH INSTITUTE & RESIDENCE, NEBO ROAD, MACKAY	122
SWASTIKA, 10 JAMES STREET, MACKAY	102
SYDNEY OYSTER SALOON, LATER ARMATI PHARMACY, 26 SYDNEY STREET, MACKAY	150
TAYLORS HOTEL, 126 WOOD STREET, MACKAY	177
THE CHALET, CHELMER STREET, EUNGELLA	19
THE GABLES, 15 PENN STREET, MACKAY	130
THE LEAP HOTEL, BRUCE HIGHWAY, THE LEAP	208
TREES, RAILWAY RESERVE, GEORGE STREET, MACKAY	80
TREES FORMER HOMEFIELD SITE, 97 GEORGE STREET, MACKAY	84
UNITING CHURCH, 3 BRANSCOMBE ROAD, WALKERSTON	213
VICTORIA PARK STATE SCHOOL RESIDENCE, 5 GOLDSMITH STREET, MACKAY	84
VILLA FAEDIS, off BRUCE HIGHWAY, PINDI PINDI	197
WAGNER HOUSE, 41 CARLYLE STREET, MACKAY	78
WALKERSTON CEMETERY, off PEAK DOWNS HIGHWAY, WALKERSTON	218
WALKERSTON SEVENTH DAY ADVENTIST CHURCH, MCCOLL STREET, WALKERSTON	217
WALKERSTON STATE BUTCHER, 17 DUTTON STREET, WALKERSTON	214
WAR MEMORIAL, off PEAK DOWNS HIGHWAY, ETON	18
WAR MEMORIAL GATES, off JIM MOULE STREET, GARGETT	34
WEeping FIG, MACKAY EUNGELLA ROAD, PLEYSTOWE	201
WEeping FIG (<i>FICUS BENJAMINA</i>), JUBILEE PARK, ALFRED STREET, MACKAY	64
WILKINSONS HOTEL, 148 VICTORIA STREET, MACKAY	170
WILLIAM PRATT PRESBYTERIAN-METHODIST, LATER UNITING CHURCH, 42 MCINTYRE STREET, CALEN	9
YALBOROO PRIMARY SCHOOL COMPLEX, BRUCE HIGHWAY, YALBOROO	220

2. Precincts & Mackay Street Trees

The following precincts have been identified for their expression of the region's history and their visual cohesion. The precincts, and the components listed under each, are not the only examples of their type in the region and more work is required on identification, analysis and management policies.

1. City of Mackay Commercial & Civic Precinct

The following list of places contributes to the character of the commercial and civic centre of Mackay. The buildings listed date from the 1890s through to the 1930s, the sites being chosen for either their individual contribution or their part in the area's collective character which includes general adoption of a parapeted rendered or brick two or one-storey form, zero side and front site setbacks and some form of facade detailing, reflecting trabeation or classical stylistic origins.

One subgroup of this precinct is that of the police and court house complex and the former town hall in Sydney Street, the latter being isolated by new development from the main precinct.

Mackay Police Station and barracks, Brisbane Street, Mackay

Mackay Post Office River Street, Mackay, 1938c, 1880

Mackay Customs House River Street, Mackay, 1901-2

Leichhardt Hotel 257 River Street, Mackay, 1889c-

Crown & Anchor Hotel 27 River Street, Mackay, 1900c?

Prince of Wales Hotel 1 Sydney Street, Mackay, 1940

Ambassador Hotel 2 Sydney Street, Mackay, 1937

5 Sydney Street, Mackay, 1925c

7-9 Sydney Street, Mackay, 1937c

Paper Chain 8 Sydney Street, Mackay, 1920c

Comino & Sons 14 Sydney Street, Mackay, 1890c

Rusty Nail Antiques 16 Sydney Street, Mackay, 1890c

Mackay Spare Parts 21-027 Sydney Street, Mackay, 1890c-

Armati Pharmacy 26 Sydney Street, Mackay, 1892

Rajput 29 Sydney Street, Mackay, 1905c

Central Queensland Land Council 31 Sydney Street, Mackay, 1905c

Seymour Alman 33 Sydney Street, Mackay, 1934-5

Capital Cafe interior 36 Sydney Street, Mackay, 1940-50c

Royal palms, Sydney Street

Mackay Court House 61 Victoria Street, Mackay, 1938

Commonwealth Bank 63 Victoria Street, Mackay, 1880-1

Mackay Town House 73 Victoria Street, Mackay, 1940c

Blacks Building 77c Victoria Street, Mackay, 1938c

Metway Building 79 Victoria Street, Mackay, 1922

Palace Hotel 82 Victoria Street, Mackay, 1939

Australian Hotel 83 Victoria Street, Mackay, 1940

89- Victoria Street, Mackay, 1887-

91-095 Victoria Street, Mackay, 1905c

92- Victoria Street, Mackay, 1925c

102- Victoria Street, Mackay, 1910c

108- Victoria Street, Mackay, 1925c

112 Victoria Street, Mackay, 1918c

John Mackay Memorial Clock 112 near Victoria Street, Mackay, 1957

Hong Kong Importers et al 116 Victoria Street, Mackay, 1935c

Royal palms, Victoria Street

3-5 ? Wood Street, Mackay, 1935

7 Wood Street, Mackay, 1935c

Andrews Buildings 9- Wood Street, Mackay, 1940c

17 Wood Street, Mackay, 1938

Hogs Breath Cafe 39 Wood Street, Mackay, 1885c?

Royal palms, Wood Street

2. Queens Park Residential Precinct:

The following houses have been identified as forming a part of the Queens park residential precinct: they are mainly the traditional high-block Queensland house and draw further group character from the street pattern, confined by the railway and park and the park itself which provides a uniform street presence along one block of the precinct. Some of these houses have been demolished since the survey.

2 Byron Street, Mackay, 1925c

3 Byron Street, Mackay, 1915c

4 Byron Street, Mackay, 1920c

5 Byron Street, Mackay, 1915c

7 Byron Street, Mackay, 1920c

Victoria Park State School residence 05 Goldsmith Street, Mackay, 1926c

18 Goldsmith Street, Mackay, 1920-1930c

20 Goldsmith Street, Mackay, 1920c

22 Goldsmith Street, Mackay, 1920-30c

24 Goldsmith Street, Mackay, 1935C

26 Goldsmith Street, Mackay, 1920-30c

28 Goldsmith Street, Mackay, 1920-30c

30 Goldsmith Street, Mackay, 1920-1930c

32 Goldsmith Street, Mackay, 1920-1930c

Queens Park off Gordon Street, Mackay,

1 Park Street, Mackay, 1920-30c

2 Park Street, Mackay, 1920-30c

3 Park Street, Mackay, 1920-30c

4 Park Street, Mackay, 1920-30c

6 Park Street, Mackay, 1920-30c

10 Park Street, Mackay, 1910c

3. Mackay West Residential Precinct

The following places are generally high-block Queensland houses built up in a similar period during the 1930s which, compared to other parts of Mackay, have not been greatly changed. Many are typical only but others have notable timber detailing such as sunburst motifs and the stepped stair balustrading (see *Section Three* for details).

1 Bagley Street, Mackay, 1920-30c

3 Bagley Street, Mackay, 1920-30c

4 Bagley Street, Mackay, 1920-30c

5 Bagley Street, Mackay, 1920-30c

6 Bagley Street, Mackay, 1920-30c

7 Bagley Street, Mackay, 1920-30c

8 Bagley Street, Mackay, 1920-30c

1 Beaton Street, Mackay, 1920-30c

2 Beaton Street, Mackay, 1920-30c

3 Beaton Street, Mackay, 1920-30c

4 Beaton Street, Mackay, 1920-30c

5 Beaton Street, Mackay, 1920-30c

6 Beaton Street, Mackay, 1920-30c

7 Beaton Street, Mackay, 1920-30c

9 Beaton Street, Mackay, 1920-30c

10 Beaton Street, Mackay, 1920-30c

11 Beaton Street, Mackay, 1920-30c

12 Beaton Street, Mackay, 1920-30c

13 Beaton Street, Mackay, 1920-30c

14 Beaton Street, Mackay, 1920-30c

16 Beaton Street, Mackay, 1920-30c

17 Beaton Street, Mackay, 1920-30c

18 Beaton Street, Mackay, 1920-30c

19 Beaton Street, Mackay, 1920-30c

21 Beaton Street, Mackay, 1920-30c

23 Beaton Street, Mackay, 1920-30c

25 Beaton Street, Mackay, 1920-30c

15 Holland Street, Mackay, 1920-30c

1 Lloyd Street, Mackay, 1920-30c

3 Lloyd Street, Mackay, 1920-30c

4 Lloyd Street, Mackay, 1920-30c

5 Lloyd Street, Mackay, 1920-30c

6 Lloyd Street, Mackay, 1920-30c

7 Lloyd Street, Mackay, 1920-30c

8 Lloyd Street, Mackay, 1920-30c

9 Lloyd Street, Mackay, 1920-30c

10 Lloyd Street, Mackay, 1920-30c

11 Lloyd Street, Mackay, 1920-30c

13 Lloyd Street, Mackay, 1920-30c

14 Lloyd Street, Mackay, 1920-30c
 15 Lloyd Street, Mackay, 1920c
 16 Lloyd Street, Mackay, 1920-30c
 17 Lloyd Street, Mackay, 1920-30c
 19 Lloyd Street, Mackay, 1920-30c
 20 Lloyd Street, Mackay, 1920-30c
 20 Lloyd Street, Mackay, 1920-30c
 21 Lloyd Street, Mackay, 1920-30c
 22 Lloyd Street, Mackay, 1920-30c
 23 Lloyd Street, Mackay, 1920-30c
 24 Lloyd Street, Mackay, 1920-30c
 25 Lloyd Street, Mackay, 1920-30c
 26 Lloyd Street, Mackay, 1920-30c
 27 Lloyd Street, Mackay, 1920-30c
 28 Lloyd Street, Mackay, 1920-30c
 29 Lloyd Street, Mackay, 1920-30c
 32 Lloyd Street, Mackay, 1920-30c
 33 Lloyd Street, Mackay, 1920-30c
 34 Lloyd Street, Mackay, 1920-30c
 35 Lloyd Street, Mackay, 1920-30c
 36 Lloyd Street, Mackay, 1920-30c
 38 Lloyd Street, Mackay, 1920-30c
 40 Lloyd Street, Mackay, 1930c
 42 Lloyd Street, Mackay, 1920-30c
 44 Lloyd Street, Mackay, 1930c
 49 Lloyd Street, Mackay, 1920-30c
 1 Marryatt Street, Mackay, 1920-30c
 5 Marryatt Street, Mackay, 1920-30c
 7 Marryatt Street, Mackay, 1920-30c
 9 Marryatt Street, Mackay, 1920-30c
 11 Marryatt Street, Mackay, 1920-30c
 1 Sneyd Street, Mackay, 1935-40c
 2 Sneyd Street, Mackay, 1920-30c
 3 Sneyd Street, Mackay, 1920-30c
 4 Sneyd Street, Mackay, 1935c
 5 Sneyd Street, Mackay, 1920-30c
 7 Sneyd Street, Mackay, 1920-30c
 8 Sneyd Street, Mackay, 1920-30c
 10 Sneyd Street, Mackay, 1920-30c
 11 Sneyd Street, Mackay, 1920-30c
 12 Sneyd Street, Mackay, 1920-30c
 13 Sneyd Street, Mackay, 1920-30c
 14 Sneyd Street, Mackay, 1920-30c
 15 Sneyd Street, Mackay, 1920-30c
 16 Sneyd Street, Mackay, 1920-30c
 18 Sneyd Street, Mackay, 1920-30c
 20 Sneyd Street, Mackay, 1920-30c
 22 Sneyd Street, Mackay, 1920-30c
 24 Sneyd Street, Mackay, 1920-30c
 26 Sneyd Street, Mackay, 1935c
 28 Sneyd Street, Mackay, 1920-30c
 30 Sneyd Street, Mackay, 1920-30c
 1 Tait Street, Mackay, 1920-30c
 2 Tait Street, Mackay, 1920-30c
 4 Tait Street, Mackay, 1920-30c
 5 Tait Street, Mackay, 1920-30c
 6 Tait Street, Mackay, 1920-30c
 7 Tait Street, Mackay, 1920-30c
 9 Tait Street, Mackay, 1920-30c
 10 Tait Street, Mackay, 1920-30c
 12 Tait Street, Mackay, 1920-30c
 13 Tait Street, Mackay, 1920-30c
 15 Tait Street, Mackay, 1920-30c
 17 Tait Street, Mackay, 1920-30c
 18 Tait Street, Mackay, 1920-30c
 19 Tait Street, Mackay, 1930-40c
 22 Tait Street, Mackay, 1920-30c
 24 Tait Street, Mackay, 1920-30c
 26 Tait Street, Mackay, 1920-30c
 28 Tait Street, Mackay, 1930-35c
 30 Tait Street, Mackay, 1920-30c
 34 Tait Street, Mackay, 1920-30c
 36 Tait Street, Mackay, 1920-30c
 44 Tait Street, Mackay, 1940c

4. James Street Mackay Residential Precinct

The following Queensland house precinct is small, being centred around James and Shakespeare Streets, and being relatively unchanged
 House, 1 James Street Mackay, 1920c
 House, 2 James Street Mackay, 1920-30c
 House, 3 James Street Mackay, 1915c
 House, 4,006 James Street Mackay, 1920-30c
 House, 8 James Street Mackay, 1920-30c
 House, 10 James Street Mackay, 1914c
 House, 289 Shakespeare Street Mackay, 1920-30c
 House, 299 Shakespeare Street Mackay, 1920-30c
 House, 7 Sophia Street Mackay, 1915c

5. Calen Urban Precinct

Calen represents the complete Queensland small rural town, with its various churches, public halls, a cinema, hotels and shops. It is the best of its type in the Mackay region, representing many of the region's historical themes in its development and content.
 Calen Police Residence?, Bruce Highway Calen, 1920-30c
 Calen Police Station, trees, Bruce Highway Calen, 1920s
 St Catherine's Anglican Church, McIntyre Street Calen, 1937
 Calen General Store, 2-4 McIntyre Street Calen, 1910c-
 Calen public gardens reserve palms, 3 McIntyre Street Calen,
 House Q, trees, 7 McIntyre Street Calen, 1920-30c
 Shop, 8 McIntyre Street Calen, 1920-30c
 Calen Central Store Shop, 9? McIntyre Street Calen, 1915-25c??
 Calen Cafe, 10 McIntyre Street Calen, 1920-30c
 Calen District War Memorial hall Hall, 11 McIntyre Street Calen, 1935c

Calen Hotel, 12-14? McIntyre Street Calen, 1920-30c
 Calen Electrical Shop, 18 McIntyre Street Calen, 1930-40c
 Calen Picture Theatre, 22? McIntyre Street Calen, 1920-30c
 Calen State School & Residence, trees, 32-40 McIntyre Street Calen,
 William Pratt Uniting Church, 42 McIntyre Street Calen, 1930
 House, trees, 92 McIntyre Street Calen, 1920-30c
 Farm complex, trees, 94? McIntyre Street Calen,
 Calen CWA Hall Hall, 120 McIntyre Street Calen, 1920-30c
 Calen RAOB Hall Hall, 132? McIntyre Street Calen, 1935c
 Calen Masonic Hall Hall, 136 McIntyre Street Calen, 1920-30c

6. Finch Hatton Urban Precinct

Finch Hatton is both a mill town and a railway town, with churches, halls, housing and commercial development from a particular period dating from when the railway reached the site and the mill opened early this century. The surrounding forested slopes distinguishes the town from others in the region such as Calen.

Finch Hatton War Memorial, Mango & Silky Oak Ave., Anzac Parade
 Finch Hatton, 1921
 Finch Hatton Railway Station, Anzac Parade Finch Hatton, 1904c
 House, Anzac Parade Finch Hatton, 1920c
 Shop & house group, Anzac Parade Finch Hatton, 1920-30c
 House, fence, Anzac Parade Finch Hatton, 1920c
 Finch Hatton State School complex, Anzac Parade Finch Hatton, 1909-11c-
 Finch Hatton RSL Hall, Anzac Parade Finch Hatton, 1936c
 Criterion Hotel, Anzac Parade Finch Hatton, 1906c
 Finch Hatton Showgrounds, trees, Anzac Parade Finch Hatton,
 Finch Hatton Police Station & Residence, Bagley Street Finch Hatton, 1910
 Finch Hatton Anglican Church, Bagley Street Finch Hatton, 1913c
 Cattle Creek Mill engine shed, off Bagley Street Finch Hatton, 1906c
 Cattle Creek Sugar Mill complex (part), off Bagley Street Finch Hatton, 1906c-
 Store & Finch Hatton post office, Zahmel Street Finch Hatton, 1915c
 Shop & residence, trees, Zahmel Street Finch Hatton, 1920,1910c
 CWA Hall, Zahmel Street Finch Hatton, 1910c?
 Finch Hatton Catholic Church & Residence, Zahmel Street Finch Hatton, 1915

7. Seaforth Urban & Landscape Precinct

The Seaforth Precinct has been selected for its connection with the cane farming of the region, as the selected seaside resort for farming families. It includes the foreshore reserve with its trees, and houses in Palms & Poinciana Avenues. Those listed below illustrate the early house forms.
 House, 8 Poinciana Avenue Seaforth, 1920-30c

House, 10 Poinciana Avenue Seaforth, 1920-30c
House, 22 Poinciana Avenue Seaforth, 1920-30c

MACKAY STREET TREES

The following is a *preliminary* list of street trees in Mackay, with an aim to compile an inventory of established tree avenues and rows in the region. One desirable outcome could be that future management of them might reinforce their character rather than their eventual removal or weakening of established character by disparate planting (see also *Section Three* for other tree avenues, specimens)

GORDON STREET, MACKAY

Mature specimens of *Ficus hillii* extending from Carlyle to Brisbane Street.

No trees Brisbane to Sydney, Sydney to Wood, then palms in central median from Wood west to Gregory Street. No trees Gregory west to Nebo Road.

GREGORY STREET, MACKAY

Young *Ficus hillii*, extending from Victoria Street to River Street.

MACALISTER STREET, MACKAY

Mature *Ficus hillii* in central median, extending from Victoria Street to River Street.

MACALISTER STREET, SHAKESPEARE to GORDON STREET, MACKAY

Mature specimens of *Ficus hillii* extending north in central median; also *Ficus hillii* in central median extending north from Shakespeare along Wellington to Gordon Street, ie blocks east and west of Mackay library.

SYDNEY STREET, MACKAY

Median planting of *Ficus hillii* from Alfred Street to Gordon Street.
Centre median planting from Gordon Street to River Street.

VICTORIA STREET, MACKAY

Other shrubs and palms in Victoria Street extending east-west the full length of the main city blocks. Mature Royal palms in garden bed, Brisbane Street to Carlyle Street.

WELLINGTON STREET, MACKAY

Good specimen planting of mature *Ficus hillii* extending north from Gordon Street to River Street

WOOD STREET, MACKAY

Palms and garden beds with shrubs in central median, extending from River Street to Gordon Street and extending from Victoria Street to Alfred Street.

OTHER MAIN STREETS:

Tennyson Street

- no centre planting

River Street

- no centre planting except for Leichhardt tree on grassed waterfront area..

Carlyle Street

- no centre planting between Alfred and River Street.

3. General Bibliography

Mackay Region, Sugar & North Queensland Context

- 100 years of Presbyterianism in Mackay, 1872-1972 (Aust. Council of Churches, 1972)
- Barfield Family, *100 Years in Pioneer Valley*. (City of Mackay Library)
- Bath, A. T. (1957), 'The Mackay cyclone of 21 January 1918' *Australian Meteorological Magazine*, 19 December, 46-59.
- Blainey, G & G Hutton, *Gold and Paper*.
- Bolton, G. (1963), *A Thousand Miles Away: a history of North Queensland to 1920*, (Australian National University Press, Canberra.)
- Butler, Helen, (North Mackay Library), Press cuttings (n.d.) held by Cameron, G 'The Mackay Ironworks and SB Wright & Wright Solicitors and Notaries Public' (n.d., typescript held at 10 James St)
- Centenary 1987 Hampden State School 1887-1987 (City of Mackay Library)
- Chelona State School Centenary Celebrations, 1993 (City of Mackay Library)
- Clark, B (Mackay Historical Society), Mackay's Mineral Heritage, Part 6, The Eungella Goldfield (n.d., typescript).
- Clark, B *The Cooks of Balnagowan & Greenmount*, (Mackay Hist. Soc. 1987)
- Clark, B *A House Well Filled*, (Mackay Hist. Soc., 1992)
- Colonial Sugar refining Co. Ltd- Homebush Mill papers, (ANU Archives)
- Daily Mercury -also Mackay Mercury (newspaper) many retrospective articles (see index in City of Mackay Library) and microfilm at Daily Mercury Mackay offices dating from the 1860s..
- Doyle, K *A Historical Report on the Eungella Goldfields 1889-1902*, (MSL)
- Easterby, H. *The Queensland Sugar Industry*, (Government Printer, Brisbane, 1932.)
- Emily McPaul, *Mt Martin - McGregor Creek CWA Jubilee, 1938-1988* (MSL)
- Evans, R.L. (1971), 'Queensland's first Aboriginal reserve, Part 1: the promise of reform,' *Queensland Heritage* 2(4).
- Evans, R.L. (1971), 'Queensland's first Aboriginal reserve, Part 1: the failure of reform,' *Queensland Heritage* 2(5)
- Fanning, *Glimpses of the Past, Homebush State School* 1989 (City of Mackay Library)
- Fanning, Leonie , Brief Notes about the Homebush Mission Hall (NTA files)
- Farleigh Mill photographic collection (City of Mackay Library)
- Fatnowna, Noel *Fragments of a Lost Heritage* (Angus & Robertson, 1989) Kanaka family history at Mackay
- Foster, Norm (of Crediton), *The Roof Garden of Mackay* (n.d, author), holds 1924 feature map of the Eungella area showing water wheel, mines and huts etc.
- From the Pinnacle, 75th Jubilee of Pinnacle State School (City of Mackay Library).
- Gourlay, M.R. & Hacker, J.L.F. (1986), *Pioneer River estuary sedimentation studies*, (Department of Civil Engineering, University of Queensland, St. Lucia).
- Growing in his Grace- *A History of the Anglican Church in all centres now incorporated in the parish of St Ambrose* (pamphlet, City of Mackay Library)
- Highan, B. (1984), *Through the mists: 75th Jubilee of Finch Hatton State School*.
- Historic Buildings Section Branch, Department of Administrative Services. 'Intermediate schools, notes on development' (see Mackay Intermediate School)
- History of the Mackay district Catholic Church (City of Mackay Library, copy held)
- History of the Sandiford State School & District, 1908-75 (State Centenary of Education project, held City of Mackay Library),
- Jacobs, *An Historical Landscape Study of the Habana Area*, 1990 (NML) reconstructs indigenous landscape in that area
- Jewell, John (oral source)
- Jones, Shirley (private collection)
- Kerr, J. (1980), *Pioneer Pageant: a history of the Pioneer Shire*, (Pioneer Shire Council, Mackay).
- Kerr, J. (1992), *Triumph of Narrow Gauge: a history of Queensland Railways*, Booralong Publications, Spring Hill.
- Kerr, J *Top Mill in the Valley* (Mackay Sugar Cooperative Association Ltd., 1991),
- Kerr, John, *A Century of Sugar, the Story of Racecourse Mill, Marian & District - 100 years*, Centenary publication.
- Kerr, M F, *Lange L Powell, Architect*, (B Arch, University of Queensland).
- Knott, G. *Greenmount Homestead, a Conservation Analysis and Management Plan*, (National Trust of Qld., 1985).
- Mackay and District Agricultural, Pastoral and Industrial (API) Association (1979), *Mackay and district centenary annual show: an historical record of Mackay's shows*. Mackay.
- Mackay Catholic Club. (1940), *Silver jubilee souvenir*.
- Mackay municipal rate books, Council minutes
- Manning, K. W. (1983), *In their own hands: a north Queensland sugar story*. Farleigh. (Farleigh Co-op Sugar Mill Association, Mackay.)
- Marian Story, (Marian Mill Co-op Society. 1980).
- Maxim, N (Department of Environment & Heritage, 1988, copy NTA file) 20 Mackay sites investigated, some in detail
- McIntyre & Associates, Consulting Engineers, Mackay. *Report on the Richmond Mill ruins*. (copy NTA file)
- McKay, Judith. *Lest We Forget - A Study of War Memorials in Queensland*, (Brisbane, 1985).
- Mintz, S. (1985), *Sweetness and Power: the place of sugar in modern history*, (Viking, New York).
- Mirani municipal rate books, Council minutes
- Mirani Museum -Time Line (typescript, n.d.)
- Moore, C. (1990), 'Blackgin's Leap,' *Aboriginal History*, 14:61 79.
- Moore, C *Kanaka: a History of Melanesian Mackay* (Papua New Guinea University, 1985)
- Moore, C *Hamilton Run* (pamphlet, n.d.)
- Mulherin, J.M. (Ed, 1946), *The Mackay - Blair Athol Illustrated Record*, (Mackay Printing and Publishing Co, Mackay).
- N Fatnowna, "Old tank..", article in *Daily Mercury* 30.8.1986
- National Trust of Queensland (NTA) files and classification reports
- National Trust of Queensland. (1990), *Pioneer Valley Railway*, Citation MIR/4.
- National Trust of Queensland. (1991), *Pindi Pindi Brickworks citation One Hundred Years of Service 1883-1983, the history of Charles Porter & Sons* (City of Mackay Library)
- Pine Islet Lighthouse, Mackay, Conservation Management Plan*, 1988 (copy from NTA file).
- Pioneer municipal rate books, Council minutes
- Pratt Family Reunion 14.9.1983 100 Years 1883-1983 (City of Mackay Library)
- Presbyterian Church of Australia, Mackay Queensland. (1922)
- Queensland Department of Public Works annual reports cite expenditure on public works in Mackay from the 1860s
- Queensland Local Government & Conservation. (1964) *The National Parks of Queensland Australia*
- Queensland Railways. (1913), *Tours in the Mackay District*, (Queensland Railways, Brisbane.)
- Roderick, D. (1985), *Mackay Customs House: historical survey and management plan*.
- Rowney, B, 1991, *Type Profile of Churches*, (unpublished).
- Scrubby News* (recent periodical) history articles
- Shuttlewood, *Eimeo Road State School Golden Jubilee 1934-1984* (City of Mackay Library)
- Souvenir of Mackay and District* (City of Mackay Library)

Mackay Region Pilot Heritage Study

- St Francis de Sales Finch Hatton Official Opening* souvenir 4.8.1972 (NML)
- The Australian Sugar Industry*, (Australian Sugar Industry Museum, Mourilyan.)
- The Catholic Church in Mackay*, (silver jubilee souvenir)
- The Jubilee of Mackay, 1862-1912*
- The Story of St Paul's 100 years of Presbyterianism in Mackay, 1872-1972*, (np., City of Mackay Library)
- Watson, D, & Gardiner, F, *Well Made Plans*, (University of Queensland Library, St. Lucia).
- Williams, J.H. (1967), *Anglican Parish of Holy Trinity Mackay: centenary 1867-1967*.
- Williams, R. (1983), *An Electric Beginning: a history of electricity supply in the Mackay region 1924-1983*, (Mackay Electricity Board, Mackay.)
- Wood, C.T. *Sugar Country*, (Queensland Cane Growers Council, 1965.)
- York, B. (1990), *Empire and Race: the Maltese in Australia 1881 1949*, (New South Wales University Press, Sydney.)

4. Criteria for Assessing Sites & Areas

1.0 Interpretation

Sites will be ranked according to the capacity of their physical fabric and/or surviving documentation to illustrate key historical themes by means of:

- 1.1 the amount of the original fabric which survives
- 1.2 the degree to which later changes or additions provide evidence of change over time within a key theme compared with sites where changes have obliterated earlier fabric.
- 1.3 the amount and quality of data in the form of maps, plans, written or oral information through which the site can be interpreted.

2.0 Age

- 2.1 relative age- intact sites that are the oldest within a theme or group will be ranked more highly than those of later periods.
- 2.2 Where historical themes undergo multiple phases, sites will be assessed for their representation within each phase and be given greater significance for representation of important stages of the theme's development.

3.0 Specific Associations with the Site

Sites will be ranked according to the extent of:

- 3.1 association with a key person, significant locally, regionally or within the State.
Factors: a close association with a person of state significance will probably lead to the site being ranked as of state significance or the major home, design creation or workplace of a key person will make the site more highly significant than a brief or superficial association.
- 3.2 association with key events or activities in local, regional or state history
- 3.3 community identification as a landmark associated with one of the key historical themes.
- 3.4 the site's demonstration of a typical lifestyle within one of the key historical themes.

4.0 Rare or Unique Sites and Fabric

Sites will be ranked according to their representation of:

- 4.1 work or leisure activities, cultural values or modes of construction which are no longer held or carried out in the State or study area.
- 4.2 types of places which have now been largely removed from or modified in the state or study area
- 4.3 type of landscape that was widespread in the study area but has now largely disappeared.

5.0 Sites of Aesthetic or architectural interest

- 5.1 Aesthetic recognition by those expert in the field over a sustained period or at a key point in time

- 5.2 Design or stylistic interest as a particularly evocative example of or an early use of a particular design style or theme

- 5.3 Sites associated with an important or recognised designer's work, as a good and/or early example (see also 3.1)

6.0 Sites of technical or scientific interest

- 6.1 Sites which illustrate technical innovation or skill.
- 6.2 Sites which by their scientific interest have attracted study over a sustained period.

Notes

Sites not directly related to themes. For example a place may be linked with a prominent state or local figure or may be an important landmark to the local community, or related to a major event in state history, but be unrelated to any of the key historic themes. These will be assessed individually under the criteria listed in 1-4.

Sites which are linked to more than one of the historical themes may be ranked more highly than those which illustrate only one theme.

Historical Chronology of the Mackay Region

Introduction

The following chronology is drawn from many sources, most of the secondary and some of them tertiary, and hence must be used with care. It is included in this report only as a guide to the succession of events which shaped the region and should be read in conjunction with the Environmental History, Section Two.

1770

Cook at Broadsound

Captain James Cook anchors at Broadsound and names Cape Palmerston after the Lord of the Admiralty, and Cape Hillsborough for the First Secretary of State for the Colonies. He named Repulse Bay and Cape Conway after the Secretary of State, naming the Whitsunday Passage after the day on which it was discovered. He also named the Cumberland Islands after the Duke, and Cape Gloucester after the King's younger brother.

SOURCE: National Estate Study Mackay Region

1793

Brampton discovery

Captain William Brampton discovers Brampton Shoals while bound for Bombay.

SOURCE: National Estate Study Mackay Region

1802

Captain Flinders discoveries

Captain Matthew Flinders, in the 'Investigator,' names Mount Funnel. He renames Cook's Norththumberlands as the Percy Islands.

SOURCE: National Estate Study Mackay Region

1819-1821

King survey

Phillip Parker King surveys the coast, recording maritime life and flora and fauna on the Percy Islands and at Cape Hillsborough, Repulse Bay and Cape Conway. He named Mt. Dryander after the Swedish naturalist.

SOURCE: National Estate Study Mackay Region

1824

First Sugar

TA Scott makes first sugar from cane grown at Port Maquarrie (Sept.)

SOURCE: What Happened When

1829

Government Town Surveys

Governor Darling, of the colony of New South Wales, adopts regulations for the size and dimension of streets and allotments in government survey towns,

which proved to be the pattern for many surveys throughout Australia in the next 100 years. Each allotment would be half an acre, and those on main streets would have a front of one chain and a depth of five chains; those in the cross streets would have a frontage of two and a half chains and a depth of two chains. The distance between main streets would be ten chains.

SOURCE: Historic Towns in Queensland

1838

First Queensland Sugar

Mayo plants the first sugar cane in Queensland, in the Moreton Bay district.

SOURCE: Historic Towns in Queensland

1839

Captain Stokes at Mackay

Captain J. Lort Stokes journeys around the Mackay coast in the 'Beagle.'

SOURCE: National Estate Study Mackay Region

1840s

Ipswich Port

Ipswich develops as a river port for the Darling Downs, and a few years later for coal mining, to tap the interior rural and mining produce.

SOURCE: Historic Towns in Queensland

1842

Captain Blackwood at Mackay

Captain Blackwood visits the Mackay area in the 'Fly' and notes the fertile nature of the region and presence of abundant water north of Cape Hillsborough.

SOURCE: National Estate Study Mackay Region

1845

Leichhardt journey

Ludwig Leichhardt, a young Prussian scientist, found the Suttor River, a tributary of the Vertigan, and discovered Peak Downs.

SOURCE: A History of Queensland

1846

Thomas Mitchell's journeys

Sir Thomas Mitchell explored the country to the southwest, discovered and named the Nogoa and Belyando Rivers and explored the Carnarvon Range area further south.

SOURCE: National Estate Study Mackay Region

1847

Maryborough Port

Wool stores and wharves are built at Baddow, on the Mary River, as the beginning of Maryborough as a port for pastoral products.

SOURCE: Historic Towns in Queensland

1849

Warwick Town survey

Warwick township was surveyed by J.C. Burnett on a square grid.

SOURCE: Historic Towns in Queensland

1850

Maryborough Town survey

Maryborough township was surveyed by Lavatt, using the square grid layout.

SOURCE: Historic Towns in Queensland

1850-60

Queensland Pastoralism

Pastoral industry in Queensland was making the transition from sheep to cattle, hastened by spear grass, footrot and other diseases in sheep.

SOURCE: National Estate Study Mackay Region

1852

Pioneer pastoralist

Jeremiah Rolphe, an Englishman, moved from grazing property in the Murrumbidgee area of New South Wales in search of new lands and discovered Mistake Creek and claims Pioneer Station, bringing his wife and seven children to the site two years later.

SOURCE: National Estate Study Mackay Region

Gayndah Town Survey

Gayndah town surveyed by Lavatt, using the square grid layout.

SOURCE: Historic Towns in Queensland

1853

Rockhampton Settlement

Rockhampton is discovered and settled by the Archer brothers, commencing as a store and inn built to service other settlers.

SOURCE: Historic Towns in Queensland

1855

Commonwealth Sugar Refineries (CSR) founded

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1856

Gregory's journeys

A.C. & F.Y. Gregory, surveyors and pastoralists from Western Australia, passes through Mackay hinterland following Leichhardt's tracks along the Vertigan, Sutor and Balyando Rivers.

SOURCE: National Estate Study Mackay Region

1858

Canooona gold rush

Gold strike at Canooona, near Rockhampton, brings a surge of settlers to that location.

SOURCE: National Estate Study Mackay Region

Rockhampton Town Survey

Rockhampton township was surveyed by E. Clarke, using the rectangular grid layout.

SOURCE: National Estate Study Mackay Region

1859

Separation

The colony of Queensland was separated from New South Wales.

SOURCE: Historic Towns in Queensland

Inland Towns

By 1859, thirteen inland townships had developed in white occupied areas as a result of the pastoral industry. Examples include Drayton, developed around the Bulls Head Inn, Toowoomba, Warwick, Nanango, Taroon, Leyburn and Goondiwindi (developed from teamsters' camps in the 1850s), Mungindie, Allora and Dalby (around river crossings), Surat (surveyed by Bagot in 1852) and Gatton (developed around Burnes Inn).

SOURCE: Historic Towns in Queensland

1860

Broadsound Boiling Down Works

St. Lawrence, or Broadsound, was set up as a site for boiling down works for cattle.

SOURCE: National Estate Study Mackay Region

Dalrymple's Mackay reports

G.E. Dalrymple journeys into the Mackay district and reports magnificent pastoral lands and coastal areas suitable for cotton, sugar, tobacco, etc. Indications of gold in the hinterland. He named the Proserpine River, Lethebrook, Mt. Hector, Mt. Pluto and the Andromache River.

SOURCE: National Estate Study Mackay Region

Mackay discovers Mackay (later Pioneer) River

John Mackay one of a group of pastoralists seeking grazing land in the north, marking their runs there in June and tendering for them on their return to Rockhampton. Mackay returns with cattle and horses in early 1862.

SOURCE: MMTL

Clermont copper find

Jack Mollard discovers copper in the Clermont area.

SOURCE: National Estate Study Mackay Region

Wool dependence

In the first year of separation the Queensland economy was almost entirely dependent on the wool clip and 93% of exports came from the pastoral industry.

SOURCE: Historic Towns in Queensland

1860-

Pastoral Leases

Queensland Government passed legislation to encourage long-term leases of the inland northern tropics for pastoral use, inspiring a minor rush and the creation of the pastoral districts of Kennedy (1861), Burke and Cook (1864).

SOURCE: Historic Towns in Queensland

1860-61

Peak Downs grazing property

Gordon Sandeman achieved success on the former Archer property of Peak Downs.

SOURCE: National Estate Study Mackay Region

1860s mid

Native Police at Mackay

Native Police stationed in Mackay district at request of local pastoralists

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1861

Bowen proclaimed

The town of Bowen proclaimed to serve the needs of the new pastoral stations, while land nearby at the Broken and Vertigan Rivers was occupied rapidly.

SOURCE: National Estate Study Mackay Region

Cotton

Legislation encourages cotton crops to fill the British market, now deprived of American cotton because of the Civil War. A drought in 1862 and floods in 1864 ended this scheme.

SOURCE: Historic Towns in Queensland

1862

Dalrymple names Mt Jukes, Blackwood

G.E. Dalrymple names Mt. Jukes and Mt. Blackwood, whilst staying with John Mackay at Greenmount.

SOURCE: National Estate Study Mackay Region

Mackay leaves Greenmount

John Mackay's partner is insolvent, forcing him to leave Greenmount, having established previously the Nebo Road route and chartered the Pioneer River in the Presto.

SOURCE: National Estate Study Mackay Region

Clermont gold rush

Diggers in the Clermont area numbered 20 to 30, with an hotel called the Diggers Retreat near the lagoon and a general store opening.

SOURCE: National Estate Study Mackay Region

Railway Bill

The Government introduces a Railway Bill, responding to New South Wales construction of a line towards the border, between the two Colonies.

SOURCE: Historic Towns in Queensland

First Sugar cultivation at Cleveland

Louis Hope plants first sugar at Cleveland

SOURCE: A History of Queensland

1863

Cattle into Mackay

A.O. Brown brings the second mob of cattle over the range from Fort Cooper into the Mackay district, to Palmerston pastoral lease.

SOURCE: National Estate Study Mackay Region

Blair Athol pastoral property

James McClaren takes up the Barthampton pastoral lease. McClaren names the head station, Blair Athol.

SOURCE: National Estate Study Mackay Region

1863

Clermont gold rush

A thousand miners active on the Clermont field at Hurley's Rush, Expedition River and the Eastern River.

SOURCE: National Estate Study Mackay Region

Peak Downs Copper Co

The Peak Downs Copper Company formed, with a capital of 33,000 pounds.

SOURCE: National Estate Study Mackay Region

Mackay Town Survey

Mackay township was surveyed by Fitzgerald, using the rectangular grid layout.

SOURCE: Historic Towns in Queensland

Roma Town Survey

Roma township was surveyed by McDowell, using the rectangular grid.

SOURCE: Historic Towns in Queensland

Pastoral Leases

Half Mackay district taken up by pastoral leases

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay port

Mackay proclaimed a port of entry and clearance by first governor of Queensland

SOURCE: Mackay Harbour Story

Clermont town reserve

Clermont Town Reserve proclaimed after survey by C.N. Gregory in December, 1863.

SOURCE: National Estate Study Mackay Region

Hamilton Run

Robert Martin issued with 50 square miles as the Hamilton lease, later taking up Hopetown.

SOURCE: MMTL

1864

Pastoral occupation, Mackay

The movement of squatters peaks in the far north and west of the Mackay area.

SOURCE: National Estate Study Mackay Region

Sugar & Coffee Regulations promote river settlements

Sugar and coffee regulations allow planters to lease unoccupied Crown land within 10 miles of the coast or equidistant from the shores of navigable rivers. This promoted an era where cane was grown on larger plantation, each possessing its own mill and the planters were often well-to-do, frequently aristocratic Englishmen, profiting from the employment of South Sea islander labour.

SOURCE: Historic Towns in Queensland

Ipswich Darling Downs Railway

Work commences on the railway, joining Ipswich to the Darling Downs, to serve the squatter influence in Parliament and reaching Dalby in 1868. It was connected to Brisbane in 1875.

SOURCE: Historic Towns in Queensland

1865

Great Northern Hotel

Great Northern Hotel opened at Eton (Mackay Nebo Road)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1865

First Cane planted near Mackay

John Spiller plants first cane, 20 acres cultivated on 2 blocks north of Pioneer River.

SOURCE: A History of Queensland

1866

Alexandra Plantation

Alexandra plantation established on 276 acres for George Ewen Davidson (owner of the Palms), producing 700 tons of sugar annually by 1881, had been equipped with the most up-to-date mill with crushers and rollers and producing 700 gallons of rum in 1870.

SOURCE: National Estate Study Mackay Region

Te Kowai Plantation

Te Kowai established on 193 acres for Thomas Fitzgerald (owner of Meadowlands) and produced 1020 tons of sugar annually in 1881.

SOURCE: National Estate Study Mackay Region

Depression

Economic depression effects the pastoral industry in Queensland and expansion is halted.

SOURCE: Historic Towns in Queensland

1867

Copperfield town survey

Copperfield township surveyed by T.H. Fitzgerald, with first land sale in 1868.

SOURCE: National Estate Study Mackay Region

Rockhampton Railway

The first section of the railway west from Rockhampton was completed as the second line started in Queensland.

SOURCE: Historic Towns in Queensland

1868

Pastoral to selection

Pastoral lease holds were potentially opened for selection, via new legislation, presumably allowing for permanent settlement of the gold-seeking population.

SOURCE: National Estate Study Mackay Region

Cassada Plantation

Cassada plantation was established on 205 acres by Donaldson Brothers, sold in 1873 to George Raff, and in 1882 to the Joint Stock Bank: producing 300 tons of sugar annually in 1881.

SOURCE: National Estate Study Mackay Region

Dummying

Lands legislation provides for homestead holdings to a maximum of 10,000 acres, with a residency requirement to prevent dummying and encourage closer settlement.

SOURCE: Historic Towns in Queensland

Alexandra Mill first steam powered at Mackay

Steam powered mills in Mackay start at John Davidson's Alexandra plantation

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1869

Pleystowe Plantation

The Pleystowe plantation was established on 15,000 acres for Alfred Hemitt and Charles Romilly and produced 900 tons of sugar annually by 1881.

SOURCE: National Estate Study Mackay Region

Balmoral Plantation

Balmoral plantation established on 695 acres for William Hyme and produced 400 tons of sugar annually in 1881.

SOURCE: National Estate Study Mackay Region

Nebia Plantation

Nebia plantation established on 992 acres by Charles Fitzsimmons and Gaussen, producing 350 tons of sugar annually in 1881.

SOURCE: National Estate Study Mackay Region

Pleystowe Steam Mill

Second steam powered mill near Mackay at Pleystowe plantation

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1870

Clermont gold fades

By 1870 a number of dry seasons and new fields to the north and Rockhampton led to the cessation of the Clermont Gold Field.

SOURCE: National Estate Study Mackay Region

Meadowlands Plantation

Meadowlands plantation established on 520 acres for Thomas Fitzgerald, using 1130 tons of sugar in 1881.

SOURCE: National Estate Study Mackay Region

Pioneer Steam Mill

Crees & Spiller's Pioneer mill steam powered

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1870 appr.

Pioneer Plantation

Pioneer plantation established for John Spiller, producing 1110 tons of sugar annually in 1881. (Spiller also owns the Pioneer estate and was one of the wealthiest planters in the Mackay district).

SOURCE: National Estate Study Mackay Region

Etowia Plantation

Etowia plantation, owned on 1377 acres by Edward Denman, who had previously been in the West Indies until 1864. By the mid-1880s it was no longer profitable.

SOURCE: National Estate Study Mackay Region

1870s

Sloane's Pioneer River Wharf

Early in the 1870s William Sloane is said to have had a private wharf on the Pioneer River, in association with Paxton, with the office near the Leichardt Tree, the tree being reputedly a boring point prior to the construction of wharves at Mackay.

SOURCE: National Estate Study Mackay Region

1870s,late

Mt Britten gold rush

Prospector named Heenan inspires rush on Mt. Britten for gold.

SOURCE: National Estate Study Mackay Region

1871

Copperfield mines

Copperfield gold production was 20,000 pounds, compared to copper production of 174,300 pounds.

SOURCE: National Estate Study Mackay Region

Branscombe Plantation

Branscombe plantation was established on 750 acres for George Marten; it was later owned by G.M. King and produced 450 tons of sugar annually in 1881.

SOURCE: National Estate Study Mackay Region

Lorne Plantation

Lorne plantation, established on 179 acres by A.V. & H.E.R. Robinson, and later sold to G.M. King.
SOURCE: National Estate Study Mackay Region

Dumbleton Plantation

Dumbleton plantation established on 1146 acres for Alfred Lloyd and Walker and producing 312 tons of sugar by 1881 annually. (Alfred Lloyd prominent in northern separation movement).
SOURCE: National Estate Study Mackay Region

1872

Copper prices fall

World copper prices begin to fall, while local production costs rose.
SOURCE: National Estate Study Mackay Region

Mirani town reserve, 149 acres

SOURCE: MMTL

1872-1874

Sugar Towns

Townships of Ingham, Bemerside and Macknade on the Herbert River, grew around sugar mills.
SOURCE: Historic Towns in Queensland

1872.6

Mackay lookout & signal station, £420 (Flat Top Island)

SOURCE: Statistics for the Colony of Queensland, 1873

Mackay pilot's building, 679 pounds spent

SOURCE: Statistics for the Colony of Queensland, 1873

1874

Glendareagh Plantation

Glendareagh plantation was established for Henry Jane, who was also prominent in the northern separation movement.
SOURCE: National Estate Study Mackay Region

Walkerston school

School opened at Walkerston as stopover point from Nebo to Mackay
SOURCE: Mackay Heritage Study-Env. Hist. Draft

1875

Aboriginals in Mackay

Father Duncan McNab starts work in Mackay to improve the conditions of Aboriginal inhabitants. He complained of the bigotry of selectors and interested

publicans, the lack of action by the official bodies.

SOURCE: National Estate Study Mackay Region

1875

Rust in Sugar

There are twenty sugar mills in the Mackay area, only to be nearly wiped out in the next year because of rust in the sugar crop.

SOURCE: Historic Towns in Queensland

Stanley, F.D.G tenure as colonial architect

Colonial architect FDG Stanley appointed to the position in 1872, annual salary 650 pounds; first appointed to the service in 1863 (remained so until 1881).

SOURCE: Blue Book, Queensland

1875.6

Mackay Customs House, 220 pounds spent

SOURCE: Annual Report of the Auditor General, 1876

1876

Cairns Survey

Cairns was surveyed by J.P. Sharkey, using the standard rectangular grid.

SOURCE: Historic Towns in Queensland

Small Farm Holders

The 1876 Land Act allowed small farmers to take up homesteads in the sugar districts, initially growing food for the islander work force, but eventually growing sugar and leading to the formation of independent mills from the old plantations.

SOURCE: Historic Towns in Queensland

Aboriginal Reserve in Mackay

14000 acre reserve established for aboriginals in Mackay district between Sandy & Baker Creeks-the first in Queensland but closed after several years

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1876.6

Mackay Post office, 800 pounds spent

SOURCE: Estimates of the Probable Ways & Means & Expenditure..(ASD)

Mackay Bonded Store, 740 pounds spent

SOURCE: Annual Report of the Auditor General, 1877

1877

Peak Downs copper fades

Peak Downs Copper Company wound up after 15 years of operation and production of 17,000 tons of refined copper shipped via St. Lawrence.

SOURCE: National Estate Study Mackay Region

1877.6

Mackay Post & Telegraph Office, 1000 pounds estimated

SOURCE: Estimates of the Probable Ways & Means of Expenditure..1878

1878

Inverness Plantation

The Inverness plantation was established on 840 acres and owned by Angus Bell, producing 200 tons of sugar and 270 tons annually in 1881.

SOURCE: National Estate Study Mackay Region

Foulden Estate

Foulden estate was owned by aristocrats, Francis and William Tyssen-Amhurst (owner of Ashburton plantation) and a boat, 'Isabella'). It produced 410 tons of sugar annually and in 1881, 610 tons. Anhurst was a prominent colonial politician and owned pastoral properties.

SOURCE: National Estate Study Mackay Region

1878

River Plantation

The River plantation was producing 866 tons of sugar and in 1881, 1430 tons of sugar, being originally owned by Edward Long.

SOURCE: National Estate Study Mackay Region

Cedars Plantation

The Cedars plantation was owned by Maurice Hume Black, a politician and author, and was producing 280 tons of sugar annually, increasing to 300 tons in 1881.

SOURCE: National Estate Study Mackay Region

Miclere Plantation

Miclere plantation was owned by Michael Carrol and John Avery, over an area of 4500 acres, and was producing 240 tons annually.

SOURCE: National Estate Study Mackay Region

Henry S Finch Hatton climbs Mt Dalrymple

SOURCE: MMTL

1878.6

Flat Top Island signal tower, completed for 685 pounds

SOURCE: Report on Works Carried Out by the Col. Architects Dept.

1879

Broadsound Port wains

The St. Lawrence or Broadsound port activity ceased because of the falling price of copper and presumed cessation of the Peak Downs Copper Mines.

SOURCE: National Estate Study Mackay Region

1880

Johnston River Sugar Settlement

Sugar growers replace the cedar cutters along the Johnston River, as the first permanent settlers there.

SOURCE: Historic Towns in Queensland

1880s

Gold finds

Gold finds at Alligator Creek, Grass Tree Mountain and Eungella- all sporadic yields

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Walkerston Brick Works

First brick works in Mackay district in Walkerston area, being used mainly in mill construction

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1881

David Mitchell, Melbourne builder at Mackay

Prolific builder, Mitchell, arrives at Mackay to build Marian sugar mill, bringing 2 daughters, Helen (Nellie) and Ann. Nellie (Melba) marries future Marian mill manager, Charles Armstrong, in 1882, but leaves Jan 1884.

SOURCE: MMTL

1881-2

Homebush Mill

The Homebush Mill was established by Donald Stuart for CSR after the 'Sugar Refining Companies Act' of 1881 was passed allowing them to gain title to the land and commence expenditure of some 250,000 pounds. To reach the mill site, CSR provided the funds to the Divisional (Road) Board to cross Bakers Creek with a high timber trestle bridge (only replaced 1978). In 1882 steam ploughs were used to cultivate the soil and one 6' and one 5' mill (from Mirrlees Tait & Watson) were set into operation, pioneering double crushing of the cane in the district. Twenty- four hour operation, electric lighting of the plant and use of two triple effects which aided in recycling the exhaust steam, all were aimed to improve efficiency. The company also set up a 2' gauge tramline, ordering the equipment

from the French company M Decauville, including two wood-burning locomotives with spark arrester chimneys. Twenty miles of track came from both Decauville and John Fowler & Co.

SOURCE: Pioneer Pageant

1882

Christian Mission to Melanesians

The Rev. A.A. McClaren, Anglican Rector of Mackay, departed to New Guinea for missionary work, having exhausted all means of reaching the Melanesian sugar plantation workers with Christianity through lack of support within his Parish.

SOURCE: National Estate Study Mackay Region

Melba at Marian

Melba (Nelly Armstrong) arrived in Marian and had her baby in a 4 room cottage close to the mill; her husband was a manager and engineer, Charles Nesbit Armstrong.

*'In Queensland I met a young Irishman who became my husband and there in Brisbane on a hot dusty day I became Mrs Armstrong. My husband lived in the heart of the bush where we retired after our honeymoon in a little house with a galvanised iron roof desolate and lonely, with no other company but the birds and the reptiles. Soon after we arrived it rained for 6 weeks. Sometimes I would try to battle but as I walked hot and disconsolate towards the river I could see green snakes hanging from the branches and even in the water itself would be leeches which fastened with painful precision on ones legs. Nor did I forget tales of a giant crocodile only 100 yards upstream'*¹.

SOURCE: COML index

1882.6

Mackay Post Office erecting, 3800 pounds contract

Contractor: T Mathews, two storeys built in brick on concrete foundations, roofed with iron, includes quarters for post master (sum later increased to 4575 pounds). The old post office was to be removed for the customs quarters by Thomas Watson for 550 pounds.

SOURCE: Statement of Works Carried Out by the Buildings Br.,PWD

Mackay Bond Store additions £516/19/-

SOURCE: Statement of Works Carried Out by the Buildings Br.,PWD

Mackay Hospital for Pacific Islanders, 2895 pounds

Contractor: Peter Brown (sum later increased to 3095 pounds), described later as clad with iron with an accommodation for 132 patients with attached surgeon's quarters.

SOURCE: Statement of Works Carried Out by the Buildings Br.,PWD

1883

Mackay Racecourse Riot

The racecourse riot occurred amongst the large Kanaka community of Mackay, reputedly ending in many deaths after mounted horseman retaliated to bottle throwing by the Kanakas. This gave Mackay a bad reputation among the recruiting islands for labour.

SOURCE: A History of Queensland

British Sugar Market swamped

Dumping of European beet sugar on the British market means a fall in sugar prices and culminating in the worst season seen in the industry, in 1888.

SOURCE: Historic Towns in Queensland

1883

Mourilyan Sugar Settlement

The town of Mourilyan grew up around the Mourilyan Sugar Company's mill, which began crushing in that year, fed by a tram line to Mourilyan harbour.

SOURCE: Historic Towns in Queensland

1884

Emerald Clermont Link

Emerald was linked to Clermont, allowing access to rich coal deposits which were taken by horse to the railhead by miner co-operatives.

SOURCE: National Estate Study Mackay Region

Mackay sugar investment

One-third of capital invested in Queensland sugar is in Mackay district (ie. 2 million pounds)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Pioneer Valley Railway

Construction starts on Pioneer Valley railway, Mackay to Mirani (then Hamilton), complete 1885 with Eton branch.

SOURCE: Mackay Heritage Study-Env. Hist. Draft

¹ cites Melba's autobiography

Hamilton (Mirani) town survey

SOURCE: MMTL

1884.01.01

Kanaka Government Hospital

The hospital built to combat the high death rate among South Seas Islanders at Mackay was not ready despite the new subsidised health care coming in to operation. Once open 187 patients were under its care but the doctor in charge resigned after 11 days for lack of resources there.

SOURCE: A Thousand Miles Away

1884.12

Mackay Telegraph office

Completed in this year, costing 4575 pounds.. similar to that recently erected for a post office, with telegraph master's quarters and a connecting tower between the two buildings.

SOURCE: Statement of Expenditure..

Mackay Immigration Barracks & Keeper's Cottage, 1631 pounds

Contractor: J Mathews

SOURCE: Statement of Expenditure..

Mackay Pacific Islander Hospital additions £533/10/-

Contractor: A McIntyre

SOURCE: Statement of Expenditure..

Mackay Volunteer Drill Shed, 626 pounds

Contractor: Porter & McGregor

SOURCE: Statement of Expenditure..

Mackay New Bond Store, 698 pounds

Contractor: A McIntyre

SOURCE: Statement of Expenditure..

Mackay Depot for Pacific Islanders, £227/10/

Contractor: A McIntyre

SOURCE: Statement of Expenditure..

1884.12

Mackay Post Office, drainage, repairs fencing, 385 pounds

SOURCE: Statement of Expenditure..

1885

Pacific Islander Act

Liberal Premier, S. Griffiths, introduces legislation to stop the importation of Kanaka labour for plantation work by 1890.

SOURCE: A History of Queensland

CSR at Innisfail

C.S.R.'s Goondi mill commences crushing north of Innisfail.

SOURCE: Historic Towns in Queensland

Cane area

Near 20,000 acres of sugar cane in the Mackay district

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1885-7c

Connolly, George commences as Colonial Architect

SOURCE: Statement of Expenditure..

1886

Central Mills begin

The Griffith Government finances the construction of Central Mills, to serve small farmer plantation owners in Mackay, with a proviso that the sugar should be grown with white labour. The first Central Mills were built in the Mackay district at North Eton and Racecourse.

SOURCE: Historic Towns in Queensland

Mackay described

Henry Traill describes Mackay as the sugar emporium of Australia during a tour of the area

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay Queens Park site acquired as an alternative site to the existing gardens opened in 1881 on the west of the town.

SOURCE: Mackay Heritage Study-Env. Hist. notes, cites Munro, 1895.

Connolly, George commences as Colonial Architect (1886-91)

SOURCE: ASD biographical files

Marian mill siding built, school built

SOURCE: MMTL

1886.01.27

Mackay Footpaths

Footpath in front of Wilson Hart's in Victoria St is wearing out, holes being 4" deep.

SOURCE: 'Mackay Mercury'

Mackay Region Pilot Heritage Study

1886.6

Mackay Hospital Additions, 968 pounds

Contractor: E & K Scott

SOURCE: Statement of Expenditure..

1887.6

Mackay Hospital additions completion

Contractor: Ian K Scott

SOURCE: Statement of Expenditure..

1888

Presbyterians, Mackay

The Presbyterian Church ordains their first missionary in Mackay, despite repeated efforts to appoint one during the 1880s.

SOURCE: National Estate Study Mackay Region

Palmyra Plantation

Palmyra plantation was losing 1500 pounds per annum for its owners, Hugh McCready and Cummings.

SOURCE: National Estate Study Mackay Region

1888

North Eton mill

North Eton Central Sugar Mill Co. open at Eton, taking government financial assistance

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Copper find

Copper discovered 10 K south of Mia Mia and worked to the 1940s

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1888.6

Mackay Post Office clock, completed 215 pounds

SOURCE: Report of Colonial Architect

1889

Kanaka Labour

Evidence brought to the Royal Commission into the sugar industry during a depression within the industry, to put pressure on Griffiths to restore the availability of Kanaka labour in 1892.

SOURCE: National Estate Study Mackay Region

Eungella proclaimed a Gold Field

Police Station opened on Broken River but closed Nov. 1891

SOURCE: MMTL

1890

Nindaroo Plantation

Nindaroo plantation established on 2050 acres, eight miles from Mackay and owned by John and Walter Paget, with 1050 acres under cultivation.

SOURCE: National Estate Study Mackay Region

Outer Harbour, Mackay

AW Jardine Harbours & Rivers engineer proposes training walls in the river to reduce the sand bar, 1500' of wall was built (south wall 1901-8; north wall).

SOURCE: Mackay Harbour Story

1890.12

Mackay Pilots Cottage, 229 pounds

SOURCE: Report of Colonial Architect

1890s

Mill towns

Townships of Mosman, Gordonvale, Proserpine, Marian, Sarina and Nambour develop around the sugar mills built there.

SOURCE: Historic Towns in Queensland

Habana butter factory

Small dairy factory established at Habana

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1891

Brady, Alfred B commences as Colonial Architect (1891-1922)

SOURCE: ASD biographical files

1892

Kanaka labour reprieve

The Pacific Island Labourers' Extension Act and its further decade of Islander recruitment to grow sugar.

SOURCE: Historic Towns in Queensland

1893

Cooperative Mills encouraged

Premier Griffith's 'Sugar Works' Guarantee Act' promotes European Yeoman class labour in the sugar plantations of Queensland by offering government money to establish cooperative mills.

SOURCE: National Estate Study Mackay Region

1893

Sugar Works Guarantee Act

Sugar Works Guarantee Act supports farmers establish central mills

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1893.12

Mackay Kanaka Hospital conversion to school, £454/10

SOURCE: Statement of Contracts..

1894

New Marian mill built

SOURCE: MMTL

First white men cut cane in Mackay district

SOURCE: MMTL

1895

Dows Creek Provisional School open

SOURCE: MMTL

1895.12

Flat Top Island signal man's cottage, 517 pounds

SOURCE: Statement of Contracts..

1897

Outer Harbour, Mackay

CW Darley, PWD engineer, suggests connecting Flat Top Island with the mainland by a viaduct (not adopted)

SOURCE: Mackay Harbour Story

Jubilee tree, Mackay

Jubilee tree planted by Miss B Black, the mayor's (HB Black) daughter, at the intersection of Victoria & Sydney Streets to commemorate Queen Victoria's Diamond Jubilee (1965 moved to Queens Park).

SOURCE: Daily Mercury 23.8.1990

Mirani Pioneer River Bridge open

SOURCE: MMTL

1898

Cyclone

The cyclone Eline forced the Pioneer River to carve a new channel 300 yards wide through East Point Spit, the old channel being blocked by a sand bank. Captain Almond, portmaster, suggested that the portion of the stone training wall projecting from the north should be taken away and the entrance rounded off, so the outflowing water could have a clear run through the channel.

SOURCE: National Estate Study Mackay Region

1898.02.04

Mackay Cyclone

Acting Senior Sergeant's report: About 9am yesterday a storm set in and increased during the day, the following damage has been done: Gaffney's house is a wreck, ? Sing's is destroyed, I have his wife and

family at my placed doing the best I can; Summons Hall (?) is all gone, his hotel is leaking all over, not a dry place in it; Hampton's Railway Hotel is alright only for rain; Lockie storekeeper suffered a great deal...I done what I could all day yesterday. Sergeant Quinn's report: ...Police Station had a very narrow escape, being exposed to the full force of the gale and would no doubt have suffered considerably were not steps taken in nailing down and fastening with ropes everything in the front of the building: all a small portion of the ridge capping of the roof has been blown away; a small bathroom in the yard on the eastern side of the stables has blown but it was only a temporary affair built from old timber and it could not be saved...The fence which adjoins the stable yard and the high fence on the western side of the sergeant's quarters were partly blown down and was kept by props from being levelled to the ground. the stockade fence around constable Woodhouse's quarters were blown away; the dividing high fence which adjoins the courtyard and all that fronts Brisbane St. and adjoins the stable were blown down in the early part of the gale...The prison yard stockade fence had a narrow escape as there is a portion of the fence out of plumb and were it not for the shelter afforded by the old land office which is used by the police and the trees in the courtyard it would have been gone down also..

SOURCE: Mackay Police/Court House files 165-s(1)(QSA)

1900

Miamia School open

SOURCE: MMTL

1900.6

Mackay Plague Hospital, 217 pounds

later described as 420 pounds completed, with furniture

SOURCE: Statement of Contracts..

1901

Mackay Meat & Dairy Co.

Mackay Meat & Dairy Co. open factory on the Mackay outskirts

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Pinnacle town gazetted

SOURCE: MMTL

Marian, Mirani Catholic churches built

SOURCE: MMTL

Mackay Region Pilot Heritage Study

1901.6

Mackay Rifle Range caretaker's cottage, 349 pounds

SOURCE: Statement of Contracts..

1902

Sugar Beat subsidy abolished

Brussels Convention abolishes the European subsidy of sugar beat, allowing world recovery in cane sugar prices.

SOURCE: Historic Towns in Queensland

Salt works

Saltworks est. at Eimeo but only last 5 years

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Pinnacle railway extension

Railway extended from Mirani to Pinnacle

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mirani Shire gazetted

SOURCE: MMTL

Marian Presbyterian church built (moved)

SOURCE: MMTL

1903

Devereux creek provisional school open

SOURCE: MMTL

1904

Finch Hatton railway

Railway extended to Finch Hatton opening up area for sugar and inspiring new mill (Cattle Creek) in 1906

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Farleigh Mill reopens

Farleigh mill reopens (closed 1900) as the sole mill north of the Pioneer river

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Septimus provisional school open

SOURCE: MMTL

Cattle Creek Hotel open at Finch Hatton

SOURCE: MMTL

1904.04.26

Mackay Immigration Barracks

Query if police could use immigration barracks for police barracks, suitable for 3 families if altered

SOURCE: Mackay Police/Court House files 165 s(1)(QSA)

1905

Lindeman Island

Lindeman Island first taken by up Capt. James Adderton as a sheep grazing property and was later (1922) leased by Angus Nicolson from Bowen. Prior to leasing the government had planted coconuts there and landed goats, reputedly to aid in the survival from shipwrecks. Nicolson decided to promote the island as a tourist resort after establishing infrastructure and planting on the island.

SOURCE: Daily Mercury 23.8.1990

Eungella Range road construction, open 1908

SOURCE: MMTL

Eungella Timber Co. open saw mill near Netherdale

SOURCE: MMTL

1906

Italian sugar labour begins

Islander labour on sugar is replaced by Italian immigrant cane cutters, with Melanesian labour ceasing in 1906 and most repatriated by 1908 (see Commonwealth Pacific Island Labourers Act).

SOURCE: Historic Towns in Queensland

Finch Hatton railway extension

Construction of branch rail lines by Pioneer Shire to Finch Hatton and Pinnacle (along MacGregor's Crk) inspires opening of Cattle Creek mill

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Kanaka labour ends

Indentured labour system for Melanesians ends, leaving only 400 in Mackay district, some becoming cane farmers.

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1906

Cattle Creek mill starts crushing

SOURCE: MMTL

Mia Mia timber trestle tramway bridge built

SOURCE: MMTL

Criterion Hotel built at Finch Hatton

SOURCE: MMTL

Mackay Region Pilot Heritage Study

1907

Full-time police at Finch Hatton, Marian

SOURCE: MMTL

1908

Pinnacle provisional school open

SOURCE: MMTL

1909

Finch Hatton State School open

SOURCE: MMTL

1909-10

Mackay, New Queensland Ambulance & Transport Buildings, £960

SOURCE: Statement of Contracts..

1910

North Coast Railway

North Coast Railways Act passed to link Mackay Cairns Townsville and Bowen

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Finch Hatton police station built

SOURCE: MMTL

1910-11

Mackay Technical College, 3845 pounds

Two storey brick structure, relieved by rough-cast work, ground level- large dress making room, offices and superintendent; upper, 3 classrooms and lecture room; rear cookery school with verandahs on 3 sides.

SOURCE: Statement of Contracts..

1911

Netherdale railway extension

Queensland government take over Pinnacle-Finch Hatton line in 1910 and extend it to Netherdale

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay Town Hall

Tenders called for new town hall 27.11.1911, care of Fred Morley, town clerk

SOURCE: Mackay City Council scrapbook

Eungella Range (Netherdale) Station open, rail extended

SOURCE: MMTL

Cedar Hotel open at Finch Hatton

SOURCE: MMTL

1911

Excelsior Hotel open at Eungella Range (Netherdale)

SOURCE: MMTL

1912

Coastal railway

Work commenced south of Mackay on main coast railway

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Maltese at Mackay

First Maltese arrive in Mackay district and work in sugar industry, many went to Habana area in the 1920s

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Lloyd monument, Queens Park

Notice of unveiling of Lloyd monument at Queens Park Sunday 19.5.12

SOURCE: Mackay City Council scrapbook

First Eungella saw mill built near Uniting Church site

SOURCE: MMTL

1912-13

Mackay Harbour Master's quarters conversion to savings bank

SOURCE: Statement of Contracts..

1913

Outer Harbour, Mackay

Harbour works begin at Mackay to link Town Beach with a deep water wharf at Flat Top Island with a viaduct (Cullen scheme): meets initial local resistance, gains support, commences and then is halted by Treasury in 1914.

SOURCE: The Mackay Harbour Story

Mackay rail link to Sarina

North Coast Railway from Sarina to Mackay open

SOURCE: Mackay Heritage Study-Env. Hist. Draft

St Andrews Church of England built at Finch Hatton

SOURCE: MMTL

1914

Gargett provisional school open

SOURCE: MMTL

St Giles, Church of England, Marian, built

SOURCE: MMTL

Pinnacle Methodist Church dedicated

SOURCE: MMTL

Marian skating rink and picture theatre built

SOURCE: MMTL

Netherdale State School open

SOURCE: MMTL

1914

Telephone exchange at Finch Hatton railway station

SOURCE: MMTL

1915

Mackay water supply

Tenders called 3.4.15 for new reinforced concrete water tank with cast-iron mains for Mackay's water supply

SOURCE: Mackay City Council scrapbook

The Gorge State School open

SOURCE: MMTL

1916

Mackay water supply

Town water made available by Mackay Water Authority to Morley, Edward, William and Waterford streets in October.

SOURCE: Mackay City Council scrapbook

1917

Greenmount Station stud

Greenmount station becomes an Aberdeen- Angus stud, as one of the few cattle stations left at Mackay

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Second Presbyterian Church, Marian, open

SOURCE: MMTL

1917-18

Mackay galvanised iron for public buildings, cyclone £825

SOURCE: Statement of Contracts..

1918

Mackay Harbour

Cyclone destroys the outer harbour works partly constructed some four years before.

SOURCE: National Estate Study Mackay Region

Mackay cyclone

January Mackay hit by major cyclone, many buildings eventually replaced particularly in the centre of Mackay.

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay relief fund

Statement of Mackay & District Relief Fund February to October, detailing aid in the form of food rations, blankets etc.

SOURCE: Mackay City Council scrapbook

1919-20

Mackay State School for Girls & infants, additions

Costing 2639 pounds, raising old building on new piers and providing concrete play area with remodeling existing building with new open air annexe classroom

SOURCE: Statement of Contracts..

1920

Mackay population

Mackay population 6700 (near doubles by 1940)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Bandstand, Queens Park, Mackay

Tenders called for erection of a bandstand and public conveniences in Queens Park.

SOURCE: Mackay City Council scrapbook

1920s

Cooperative mills

All Mackay mills except Pleystowe cooperatively owned

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay at Habana

Many Maltese in Habana area ('Little Malta') and Catholic church there built up by Maltese

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1921

Mackay rail link to Rockhampton

North Coast Railway open Mackay to Rockhampton (south link)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1921-2

Mackay State Butchery 2619 pounds

SOURCE: Statement of Contracts..

1922

Mackay electricity

Mackay electrical supply authority give notice that are able to supply.

SOURCE: Mackay City Council scrapbook

Owens Creek branch railway opens

SOURCE: MMTL

New Mirani Post Office

SOURCE: MMTL

1922-3

Mackay Hospital Admin. block 2535 pounds

More wings built prior to this and in next few years, including reinforced concrete wing designed to match existing, in c1929

SOURCE: Statement of Contracts..

1923

Mackay rail link to Townsville

North Coast Railway open Mackay to Townsville (north link)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay street construction

Tenders called for concrete kerb and footpaths in Wood and River Streets

SOURCE: Mackay City Council scrapbook

Japanese relief fund, Mackay

Japanese Relief Fund active in Mackay

SOURCE: Mackay City Council scrapbook

Mackay water supply

Mackay water supply authority announce an impending loan to build a reservoir at Mt Pleasant and extending the current water supply area.

SOURCE: Mackay City Council scrapbook

Ewart, W J commences as Colonial Architect (1923-27)

SOURCE: ASD biographical files

Seaforth tourism

Robert Kippen leads party to assess tourism potential of the Seaforth-Cape Hillsborough area (see 'Daily Mercury' 28.7.23), a report noting that Seaforth was in a 'class of its own' with its natural marine and woodland scenery and proximity to Mackay. They also noted the old coconut plantation there which had

been contained within a reserve. They predicted it would become a popular residential seaside resort and that the reserve trustees should appoint a caretaker to supervise campers and keep the area free of noxious weeds. Predicted visitors to the beach included residents of Farleigh, Mirani and Marian because of their proximity for day trips, but there were also recently released allotments for sale or lease.

SOURCE: Daily Mercury 23.8.1990

1924

Mackay electricity

Electricity power station built in Mackay

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Marian Convent & School built

SOURCE: MMTL

1927

Netherdale Methodist Church built

SOURCE: MMTL

1928

Mackay District Cooperative Butter Association

Mackay District Cooperative Butter Assoc. (later part Port Curtis Coop. Dairying Ass.) formed, erecting a factory in Mackay

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Eungella provisional school open

SOURCE: MMTL

1929c-

Mackay Tours, Ian Wood

Ian Wood organised a marine biology tour to Lindeman Island, inspiring him to take up a sub-lease from the Nicolson family to establish a resort. He also launched Mackay Tours, the first organised tourist community promotion. Subscribers to the group were CF Bagley of J Michelmores & Co., HH Weston, an accountant, OE Neale, sporting goods seller, AMM Galletly of Marsh & Webster (later president of the Mackay Tourist Association), PE Armati, chemist and Harry Moore, editor of the Mercury. Vying with Lindeman Island, Mackay Tours started bus and motor car tours through the Pioneer Valley and to the Eungella Range. Wood also pressed to establish an aerodrome at Mackay in the late 1920s, influencing the Mackay Council to support it. New England Airways commenced flights there, later using Wood's newsagency for flight bookings. This developed into the Ian Wood Travel Service. Wood also helped in the development of Lindeman Island for tourism which meant a lot to Mackay.

SOURCE: Daily Mercury 23.8.1990

1930s

Pindi Pindi brickworks

Brick works est. at Pindi Pindi, being the only one to make fire bricks in north Queensland.

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Mackay sewer

Mackay sewerage systems commenced

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1931

Eungella Social Hall built next to school

SOURCE: MMTL

Mt Charlton provisional school open

SOURCE: MMTL

Robert Bell becomes Mackay park curator, starting a new theme in street and reserve planting in the city, by using tropical plants rather than exotic specimens

1933

Eungella Sanatorium, later The Chalet, open

SOURCE: MMTL

1934

Mackay town plan

City of Mackay and Other Town Planning Scheme Approval Act made Mackay the first Queensland town/city to achieve town planning controls because of rapid growth in suburbs (1921--33 most rapid of any Queensland city)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Brampton Island

Brampton Island launched as a tourist resort under Arthur & Jess Busuttin. Arthur's father had taken up St Bees and Keswick Islands in 1907 for sheep and cattle grazing and later rabbit breeding combined with Brampton & Carlisle Islands. The islands became holiday resorts in the mid 1930s, after the rabbit project lapsed.

SOURCE: Daily Mercury 23.8.1990

1935

new Eungella State School open on new site

SOURCE: MMTL

1935.04.29

First Service Station in Mackay

New service station opened as part of Ronalds Motors, 'picturesque' and in reinforced concrete with drive-way service.

SOURCE: 'Mackay Mercury'

1936

Ansett, Hamilton Island

RM Ansett commences air services in a Fokker to Hamilton Island from Melbourne, starting a new concept in tourist air links with the north. Ansett later toured the area with Capt. Mclean and subsequently obtained leases of Hayman & Daydream Islands, taking air holidays there via Mackay and later establishing air strips on the islands. Ansett formed Barrier Reef Islands P/L in 1947 to develop these islands and by 1954 had begun taking regular flights into Mackay.

SOURCE: Daily Mercury 23.8.1990

Zane Grey

Popular novelist Zane Grey chooses the Whitsunday Islands as the setting for his film, *White Death*, bringing much notoriety to the region

SOURCE: Daily Mercury 23.8.1990

1937

First cream from Crediton farmers (1st settled 1935)

SOURCE: MMTL

1937-8

Public Works, 1930s

A large number of 1st class buildings throughout the state in addition to many structures which remain incomplete at the close of last financial year. A bird's eye view of the operation over the last six years is, if such was possible, would disclose a most remarkable illustration of government enterprise and departmental achievement, the result of which from a departmental point of view, can be regarded as particularly encouraging to all ranks who have so well responded to the necessary detail and contribution to implement the government's program of work. It has been a period of unequalled continuous building activity, it is the more significant result when the difficulty of augmenting professional services is taken into consideration.

SOURCE: Report of the Department of Public Works..

1938-40

CWA branches at Mt Martin, Mirani, Owens Creek

SOURCE: MMTL

1938.04.01

Forgan Smith Public Works Policy

Premier and local member, Forgan-Smith, speaks at Walkerston as part of an election campaign, citing that when Labour came to power in 1932 the Treasury was empty. Since, a campaign of public spending on infrastructure had improved the State's ability to earn income and also created jobs: roads, bridges, water supply etc. The Pioneer Shire had received more government funding for works than ever before.

Earlier, in 1935, Smith had recalled his building contracting days in Mackay and had then restated his public works offensive against unemployment¹.

The Labour Party was returned to office within the month.

SOURCE: 'Mackay Mercury'

Forgan Smith Bridge open

The new bridge across the Pioneer River at Mackay was opened 30.3.38 by its namesake and described in the local newspaper as 1473' long, 20' wide, plus two 5' footpaths: designed and supervised by the district engineer, E G Guthrie.

SOURCE: 'Mackay Mercury'

1938.04.02

New Mackay Fire Station Open

New reinforced concrete fire station opened on the corner of Sydney and Alfred Streets, designed by local architect Harold Brown and built by the local prolific builder, W P Guthrie whose home building and renovation advertisements continued as a major part of the 'Mackay Mercury' trade section.

SOURCE: 'Mackay Mercury'

1938.04.05

New Mackay All Weather Aerodrome

Runway construction area fenced in preparation for new concrete runways for all-weather take-offs, next to old police paddock and town common, South Mackay.

SOURCE: 'Mackay Mercury'

1939

Outer Harbour open, Mackay

The outer harbour at Mackay was opened in August.

SOURCE: The Mackay Harbour Story

New Mt Charlton State School

SOURCE: MMTL

1939c

Mackay electricity

West Mackay power station built.

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1940

Mackay population

Mackay city population 12,000, suburbs extending south, west and some to north of river

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1940.04.27

New Australia Hotel, Mackay

Large feature on new hotel, one of many rebuilt or newly built in Mackay during the late 1930s, prior to wartime building restrictions: builder W Guthrie.

SOURCE: 'Mackay Mercury'

1940.05.04

Building Boom, Mackay

Building boom evident in building permit figures: not only the 'Sugaropolis' of the north but now the centre of building activity: 140,000 pounds in permits for the year to 12.1939. The new picture theatre was included along with many new hotels and a large housing surge, averaging 500 pounds per house.

SOURCE: 'Mackay Mercury'

1943

Crediton provisional school open in converted house

The school moved to the hall in 1946

SOURCE: MMTL

1946

Mackay Town Plan

Karl Langer's Mackay Town Plan presented unsuccessfully to Mackay citizens, although ardently supported by the current mayor, Ian Wood opponents to the plan organised a petition and changes in Mackay council meant its eventual oblivion.

SOURCE: Daily Mercury 23.8.1990

¹ 'Mackay Mercury' 17.4.1935, p.4

Queens Park party

Garden party held at Queens Park for the Governor General, the Duke of Gloucester, welcomed by the mayor Ian Wood.

SOURCE: Daily Mercury 23.8.1990

1948

McLean tours, Mackay

Capt. Tom McLean started boating tours of the islands on his 'Shangri-La', later expanding into an ex-navy boat, the 'Roylen' (1st of many). McLean was later honoured for his contribution to Mackay tourism.

SOURCE: Daily Mercury 23.8.1990

Gargett CWA formed

SOURCE: MMTL

1949

Sugar Research Institute

Sugar Research Institute formed by the milling associations of Queensland, building a headquarters at Mackay in 1953

SOURCE: Mackay Heritage Study-Env. Hist. Draft

1950s

Mackay Travel League

Mackay Travel League formed and promoted tourism in Mackay vigorously, hosting the 1961 conference of the Associated Travel Leagues of Australia.

SOURCE: Daily Mercury 23.8.1990

1951

Bulk sugar

First bulk experimental sugar shipped to Britain with success, leading to announcement of new bulk port at Mackay in 1952

SOURCE: Mackay Harbour Story

Mackay tourism

Mackay tourism thriving but threatened by the bypassing of Mackay by the North Queensland tourist shipping and Daydream Island now had its own airport and tourists no longer reached it via Mackay. In January of that year 80 visitors were in Mackay, mainly Queenslanders, with most city hotels booked to capacity.

SOURCE: Daily Mercury 23.8.1990 (facsimile 1.1.1951)

1951

West Crediton State School open

SOURCE: MMTL

1952

CWA at Marian

SOURCE: MMTL

Marian weir built, damaged by floods 1954

SOURCE: MMTL

1952-3

Mackay, additions to Victoria Park school, 1328 pounds

SOURCE: Report of the Department of Public Works..Appendix

1954

Marian connected to electricity

SOURCE: MMTL

1955

Tourist boat jetty

New Tourist Boat Jetty announced in June: to be leased by Roylen Cruises (GT McLean).

SOURCE: Mackay Harbour Story

1956

Mirani railway bridge destroyed by floods

Temporary bridge replacement and new permanent pylons destroyed in 1958; next temporary bridge washed away in 1959; and new steel bridge open 1959.

SOURCE: MMTL

1957

First Bulk Sugar, Mackay

Bulk sugar first delivered to the terminal 20 June and the terminal opened July: the first in Queensland was at Mackay, followed by bulk terminals at Townsville, Bundaberg and Cairns.

SOURCE: The Mackay Harbour Story

Gargett CWA hall open

SOURCE: MMTL

1959

Mirani road bridge open

SOURCE: MMTL

Finch Hatton electricity connected

SOURCE: MMTL

1960-

Eungella electricity

SOURCE: MMTL

1961

West Crediton State School closed

SOURCE: MMTL

1962

Love's Jetty

Work begins on tourist boat jetty at Mackay harbour, named Love's Jetty after a Mackay Harbour Board member; this was extended in 1968. Other developments followed including the landscaping and boat harbour.

SOURCE: Daily Mercury 23.8.1990

Mt Martin State School closed

SOURCE: MMTL

Mirani CWA hall open

SOURCE: MMTL

1963

Haliday Bay

Builder, Frank Cowley starts to develop a resort at the former property of Capt. George Haliday who had built a stone house there in 1884.

SOURCE: Daily Mercury 23.8.1990

The Gorge School closed

SOURCE: MMTL

Mt Dalrymple State School closed

SOURCE: MMTL

Netherdale School closed

SOURCE: MMTL

1964

Crediton CWA formed

SOURCE: MMTL

1967

McGregor Creek Hall becomes Mt Martin CWA hall

SOURCE: MMTL

1968

Crediton State School closed

SOURCE: MMTL

1970

Devereux Creek State School closed

SOURCE: MMTL

1971

Owens Creek CWA closed

SOURCE: MMTL

1975

National Park control moves from Forestry to National Parks

SOURCE: MMTL

1979

Pinnacle Red Cross buy Uniting Church

SOURCE: MMTL

1985

New high-level bridge at Mirani open

SOURCE: MMTL

1988

North Eton mill closed

North Eton mill closed through new Mackay Sugar company rationalisation (Cattle Creek also 1990)

SOURCE: Mackay Heritage Study-Env. Hist. Draft

New Mirani Library & Museum open

SOURCE: MMTL

1990c

Mackay Melanesian population

Over 2000 Melanesians in Mackay district

SOURCE: Mackay Heritage Study-Env. Hist. Draft

Section One

Introduction

Study Introduction

Table of Contents

INTRODUCTION.....	1	4. Rarity	20
Study Aims.....	2	5. Aesthetic or Architectural significance	20
Stage One.....	3	6. Technical or Scientific Interest.....	20
Stage Two	3		
Study Team.....	3	CONCLUSIONS & RECOMMENDATIONS.....	20
STUDY METHOD	3	Community-based Options.....	20
Study Area.....	3	Municipal Restoration Programs and Advisory Services:.....	20
Site Survey.....	3	Australian Heritage Commission National Estate Grants Program.....	21
Community Input.....	4	Heritage Loans	21
RECORDS.....	4	Municipal Rating Schemes, Heritage Awards, and Heritage Walks.....	21
Local History Collections	4	Community Documentary Heritage Grants	21
Official Records, Municipal & State.....	4	Official Record Protection & Access.....	21
Municipal Rate Books.....	4	Community Library Programs	21
Other Municipal Records	5	Statutory Options	22
Government Records.....	5	Planning Scheme Schedules.....	22
Private Collections.....	5	Schedule Selection	22
RESEARCH OBJECTIVES	5	Types of Control.....	22
HISTORICAL THEMES	6	Policies & Zoning Controls	22
1. The Landscape.....	6	Australian Heritage Commission (AHC): Register of the National Estate.....	22
Sub-themes	6	Queensland Heritage Council Register	23
Key Sites	7		
2.0 Sugar	7	FURTHER WORK	23
Sub-themes	8	ACKNOWLEDGMENTS	23
Key Sites	9		
3.0 Other Industries.....	9		
Key Sites	10		
4.0 Settlements & dwellings	10		
Key Sites	11		
5.0 Cultural, Social and Everyday Life in the Region.....	13		
Key Sites	13		
6.0 Transport	13		
Key Sites	14		
7.0 The Peoples	15		
Key Sites	16		
Site Selection Criteria	16		
1.0 Interpretation.....	16		
Key Sites	17		
2.0 Age.....	17		
Key Sites	17		
3.0 Specific Associations with the Site.....	17		
Key Sites	17		
4.0 Rare or Unique Sites and Fabric	18		
Key Sites	18		
5.0 Sites of Aesthetic or architectural interest	19		
Key Sites	19		
6.0 Sites of technical or scientific interest	19		
Key Sites	19		
Notes	19		
STUDY CRITERIA	19		
Study Criteria Application.....	19		
1. Interpretation.....	19		
2. Age.....	19		
3. Associations.....	20		

MACKAY REGION PILOT HERITAGE STUDY

Introduction

The Mackay region has proved to be a valuable heritage resource for Queensland. The region has played a paramount role in the country's sugar production, and the expression of this activity, through its successive development area, remains in the landscape and its structures. The undulating plains between the mountain ranges and the South Coral Sea have been successfully cultivated and recultivated since the late 19th century, with the advancing prosperity of sugar production causing dramatic changes to the pre-settlement landscape.

However the very dominance of sugar cane farming and the relative isolation of the region in the 19th and early 20th Centuries has meant that many of the steeper areas of the region, which were unsuitable for sugar farming, have retained their forest vegetation. Similarly steep inclines or marshy inlets on the coastal edge have preserved some waterfront landscape, some surprisingly close to major industrial activity such as the Melaleuca Forest near Mackay harbour.

Contained between these natural remnants are the highly cultivated plains, dotted with their farm complexes and alternating richly coloured ploughed

ground and house-high stands of cane. At its river banks and major transport links, are the larger urban settlements but all of these, except Mackay itself, remain subordinate to the landscape, man-made or natural. Just as John Mackay was so highly pleased by the coastal plain when he sighted it in the late 1850s, this plain, ringed by the ranges and fringed by glittering water, is still a sight of beauty. As another form of value to Mackay's, today's ploughed patchwork signifies the human ordering of the landscape, set by way of contrast, against the wild disorder of the old landscape.

Within the landscape framework is the evidence of human activity, stretching from the 1870s to the present. Each successive era in the region's development has provided various forms of cultural assets, some well preserved and highly expressive of the era which created them. These too are of great worth to the region as sign-posts to what has been achieved. Similarly the families of the region have in many cases remained here such that there is an evident sense of pride in the region's history, if only because the families who helped create it are still in the district. The communities which built the region's numerous public halls and



1 View over the cane fields from the Seaforth Yakapari Road, to the Coral Sea, showing the rich tapestry of the landscape as framed by mountain and sea.

Mackay Region Pilot Heritage Study

buildings are still here and in most cases still using or maintaining these halls, emphasising the community's continued sense of the worth of their achievements. Mackay's heritage offers a rich contribution to the State's history, presenting the rich and diverse aspects of rural living, framed by the ever-present landscape, both natural and cultural.

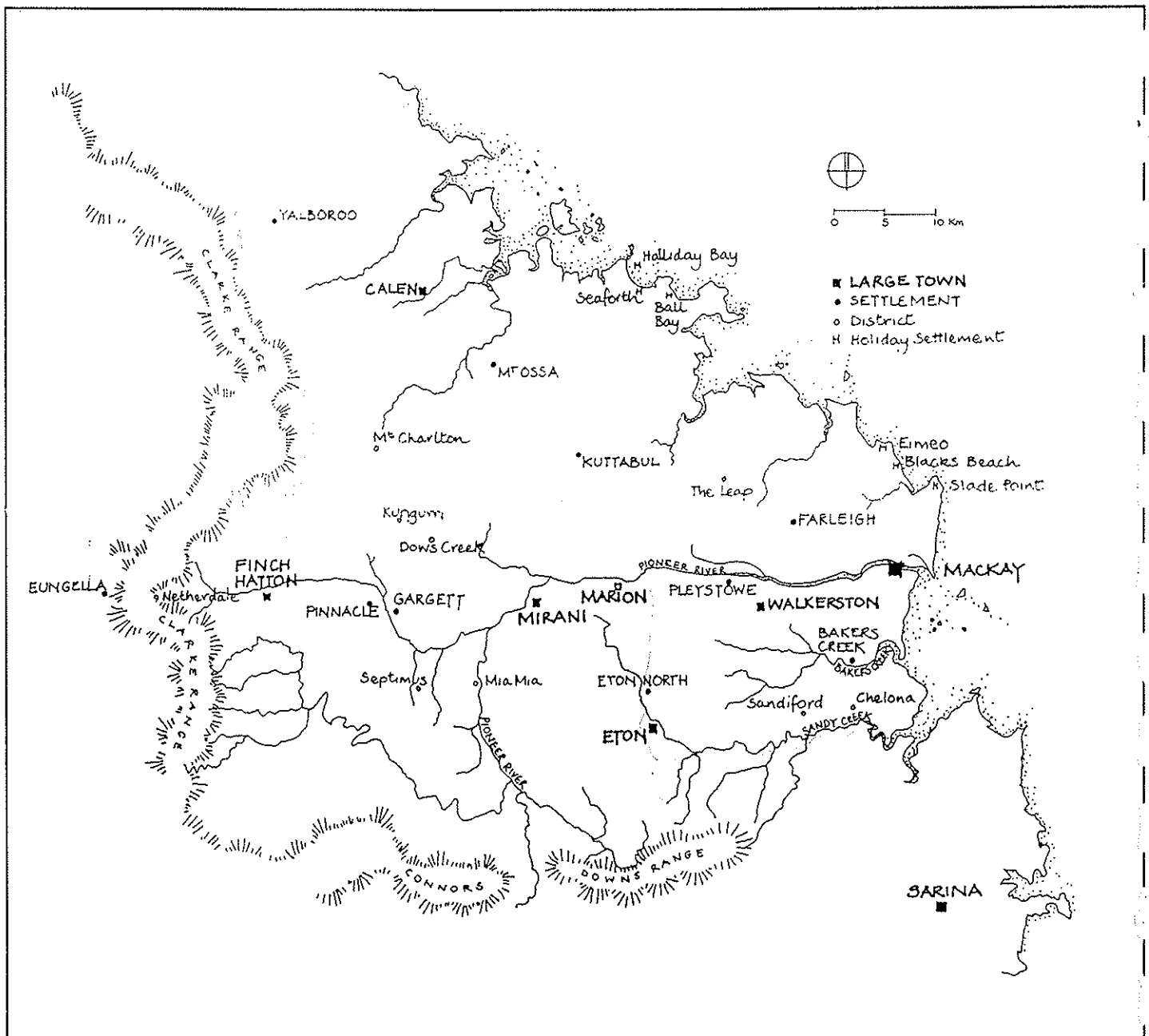
Study Aims

Because of the heritage assets possessed by the Mackay region, funding for this study was sought and won from the National Estate Grant Program (1992-

3), by the National Trust of Queensland. The allocation of the grant was administered by the Department of Environment and Heritage, Queensland, with an aim to prepare a pilot study of the Mackay region which might serve as a model for other regional heritage studies. The study area consisted of the local government areas of the City of Mackay, Pioneer, and Mirani Shires.

The detailed aims of the study were to:

- * establish the range of culturally significant post-contact places



2 Study area: covering the municipalities of Mackay, Mirani and Pioneer.

- * identify, evaluate and document individual examples of places, including cultural landscapes, that demonstrate the range of culturally significant places in the area
- * to determine the importance of cultural landscape in demonstrating historical themes in the area
- * to assess the effectiveness of the study methods for use in Queensland and
- * to recommend future action¹.

The study was split into two stages:

Stage One

An *environmental history* was prepared in this stage to document the physical and social development eras in the Mackay region which had taken place since European settlement (separate studies have been undertaken in the region of Aboriginal heritage). Identification of key historical themes which helped shape the environment and land-use patterns of the region was an important part of this stage as well as the identification of sites exemplifying each theme for further study in Stage Two.

Stage Two

The next stage included the development of a survey strategy, the survey and documentation of culturally significant places and the preparation of a report which summarised the study's findings. It also included liaison with each of the three local governments then represented in the region (Pioneer, Mirani and Mackay), informing the council officers of our intentions and seeking their assistance in providing information on specific sites. Some individually notable or highly representative sites were then examined in detail to allow the study process to be fully explained.

Study Team

The following persons contributed to the study:

Graeme Butler (architectural and social historian), working on the study management and report production, built site identification, recording and evaluation; **Francine Giffedder**, (heritage landscape) some landscape site identification, site research; **Thom Blake** (social historian), area and site history, historical themes, site identification; and **Lesley Butler** (economist), survey coordination, site photography and video.

Jinx Miles (National Trust) provided the report maps and aided in the distribution of the study, being also the National Trust officer in charge of the study.

The pilot nature of the study and consequent limited budget meant only a brief period was spent in the region and also limited thorough application of each discipline, particularly the landscape identification and evaluation.

STUDY METHOD

Study Area

The study took place within the local government areas of Pioneer, Mackay and Mirani although it is evident that localities outside of the study area, such as Sarina, have strong cultural and economic links with the region. Similarly within the sugar growing theme, areas around Cairns, Bundaberg and Townsville are all important producers. The history of the Pacific Islander occupation is another theme which is also shared by Cairns, Townsville, Bundaberg and Wide Bay among others².

Site Survey

In an intense two week period, during September 1993, the team photographically recorded some 573 places (sites, areas), travelling over most of the region's navigable roads and some of its tracks. The site selection which eventuated derived from the study team's understanding of the area's history provided by the environmental history and the historian who accompanied the survey team in the early stages of the survey. The sites identified by the study team were chosen to link written and oral history with places the community could see and hence allow both the community, and the study team, to understand more fully some of the achievements made during settlement of the Mackay region (see following *Historical Themes, Study Criteria*).

Places were chosen to represent all facets and eras of the Mackay region's history, with primary recognition of the all-important sugar growing theme in the area. This included the communities which developed around each mill or sugar growing centre as well as the port of Mackay which was a conduit for products from both the sugar and earlier pastoral eras.

The site selection also represent the places which have been pointed out to us by members of the Mackay regional community as illustrative of their history.

1 Study Brief 19.7.1993

2 see Camm & McQuilton (eds) *Australians A Historical Atlas*, (Broadway, NSW, 1987), p.152-3

Community Input

The National Trust of Queensland (Mackay branch) introduced the team members to local historians or persons who occupied notable sites. The local branch also provided the necessary local perspective and site data. Approaching local government also proved to be fruitful. Each municipal area had either officers who had knowledge of the area and council records or had officers (as in the case of Mirani) who were specifically responsible for heritage matters (Mrs Kane).

From our brief stay in the area, it also became evident that many families had remained in the region over a long period and hence there was a strong local pride in, and knowledge of, historic sites and the area's history generally. Approaches to individuals produced valuable unpublished family histories, drawing on the great interest Australia-wide in genealogy. The community interest in local history was also reflected in the frequent retrospective articles in the local newspaper (*Daily Mercury*) which were accessed by an index in the City of Mackay library.

RECORDS

(Refer also to the General Bibliography in the Appendix)

The historical records which survive for a heritage study area will often determine the effectiveness of such a study and the way in which the records are kept will affect the study's efficiency. The same also applies to private historical research. The relatively isolated nature of many regions in Queensland means a greater dependence on locally-based records than would be the case in the southern States or around Brisbane. Hence it is important for the community to have access to their past and this is particularly the case for the Mackay region.

It was evident that although great use had been made by local historians of secondary sources, such as Kerr's Pioneer Pageant, or oral history that there was not a ready access to primary sources such as rate books, (at the time of our survey) council minutes, and local newspapers. This was primarily due to the restricted access to these records and in some cases their poor condition and storage. Similarly access to the local newspapers was restricted to recent dates, with microfilm copies of early runs being available at the *Daily Mercury* office but being virtually unusable because of the reader and the original copy (it is unclear whether the original run of newspapers has survived for recopying.) It is essential that the community has better access to this type of record in a proper format (ie. micro-fiche) and venue (the local library or a research or record centre). Local government amalgamations (as has occurred in the Mackay region) can provide the resources to supply otherwise unattainable facilities, such as a records centre. The

Geelong Regional Historical Records Centre (Victoria) as one example of local government areas providing a single repository for their official records (and other records) in a properly fitted out building.

We used rate books from the Mackay and Mirani municipalities as part of our site research to arrive at ownership chains.

Local History Collections

The region's interest in history was reflected in the comprehensive local history collections held in the district's libraries, along with the notable preservation work being done on local records by community groups within the library's programs. For example a Mackay library volunteer group was cleaning the Mackay Council Minutes in preparation for microfiche recording which is an project this consultant team has not seen repeated throughout Australia.

However, the material held in these libraries was generally from secondary sources such as recent newspaper articles on historical sites, local pamphlets issued during centenaries and local published histories, many of which had been commissioned by the various mills. There were also some good early indexed photo collections and souvenir publications issued at various times in the area's history.

With the libraries' cooperation, we copied as much of the relevant material from these collections as time allowed. This enabled small histories to be prepared for some of the identified sites, allowing the study to reflect the status quo in local knowledge of the identified historic sites and gain depth from the range of data collected.

Official Records, Municipal & State

Municipal Rate Books

Rate books remain the only definitive official record of site occupiers, owners and improvements in the district (except church or government property) and are hence invaluable for any property based research. However the property descriptions given in the region's rate entries were not as detailed as is typically the case in other states. Hence, to use the books the precise title description of each site at a certain date must be known and, in the case of the City of Mackay, this can be obtained from Council's own current property files which are accessed by computer.

However, the availability and storage of local official records was not generally good. At the time of survey, rate books at Mackay City Council were in very poor condition, being piled haphazardly in a Council depot store (no atmosphere control, no fire isolation, stored near to inflammable goods), awaiting shelving (shelving has since been done but with some disposal). Many books had been affected by damp (former leaking roof) and others were being eaten by insects. Although

some books were shelved in order to undertake this study, it was then unclear as to what the date range was.

Property rate books, valuation books and water rate books were included in the collection, the latter listing changes in floor area of the building on the site which, with a lack of a physical description in the municipal rate books, provided valuable evidence of physical change.

Rate books for Mirani Shire were held from the point when the Shire separated from Pioneer Shire c1913 and were generally in good condition. Pioneer Shire's rate books were held at the State Archives in Brisbane but reputedly consisted only of Valuation Books 1933-48 (intermittent). Other records held at the Council offices included a ledger of Transfers & Leases 1928-31, rate record cards 1940-1960 and a rates analysis journal 1936-49¹.

Other Municipal Records

The local Mackay water board (see Mackay Council) keeps both property improvement listings and early outline plans of properties from the post Second War, accessible through the Council's engineer's department. Mackay Council Minutes dated from c1869 and during the study survey were in the process of being cleaned, microfiched and rebound, as a library program. Council scrapbook and committee minutes are also held and proved useful for 20th century history. The Mackay rates department have also prepared a chronological list of Mackay councillors for this study which would aid in further biographical work. Mirani Shire minutes date from c1916 and Pioneer also hold minutes but neither of these collections was sighted.

Building permit records are held by Mirani Shire from the 1940s.

Government Records

Leasehold was a common form of land tenure in the mid to late 19th century in the Mackay district and should record the lessees and site improvements. Some early but now defunct local leasehold files are held by the Queensland State Archives (QSA), at Runcom, and current leases (which may have originated at an early date) are with the Department of Lands Office (DLO) in Mackay. The latter records were as yet unsorted at the survey period and could not be accessed.

There are also reserve files at the DLO which deal with the administration of public parks and other reserves but these offer only scant details being mainly gazettals.

Other public records include those held by the QSA under the various department headings, whether for the Police Department, Justice Department, or Works Department, all dealing with government activity in Mackay since commencement of a government presence. No QSA records were used in this study.

Private Collections

Because Mackay has had a relatively static population over its history, many of the old local families are still in the district and hold valuable records on the history of the region, including photographs, dairies, artefacts, letters or memories. Little use was made of this type of material in this study (library local history collections and the Mirani museum) because of the time element in seeking it out but programs involving oral history and photograph copying should be encouraged to allow an inventory of documents which aid in the further interpretation of the sites identified in the study.

RESEARCH OBJECTIVES

Our objectives in researching each site were to identify:

- * the date of the site creation or of major alterations;
- * major owners and occupiers of the site or building;
- * the first owner of the building or site and hence the person it was created for;
- * the designer of the site, architect, landscaper or builder;
- * the builder of the site; and
- * historical importance of any of the above owners, builders or designers as judged within the State, regional or local context and the likely evidence the building or site might provide about their life or achievements.

Combining this historical data with a physical examination of the site allows conclusions on the site's expression of the area's major historical themes, its occupation or ownership by prominent persons, evidence of major events, and aesthetic, scientific or stylistic movements, all as qualified by the following themes and criteria.

HISTORICAL THEMES

The following themes provided the basis for site selection during the survey period and are addressed in more detail in the *Environmental History, Section 2*.

1. The Landscape

The landscape of the region, as viewed today, has been assessed as important to Queensland's heritage for a mixture of aesthetic and cultural reasons. Within a small, physically contained region are visually compatible but diverse elements of natural and introduced or modified vegetation and equally diverse terrain, including peaked mountains, rounded hill forms and coastal flats. Together, they make up a landscape

which is visually distinctive, possibly within a national context.

Sub-themes

1.1 Landscape at Contact: the region's landscape as viewed and described by the first explorers, pastoralists and settlers.

This sub-theme may be represented by navigational or survey peaks, coastal landforms, rainforest remnants on the low lands and surviving large rainforest and open gum forest tracts such as in the Eungella National Park. There are also the groups of *Melaleuca leucadendron* (cajaput) along the foreshore, particularly in the notable Melaleuca Forest, Mackay Harbour.



3 Jubilee tree at Queens Park ('*Ficus religiosa*'), a commemorative tree (see theme 1.3)

These are potentially the surviving landscape elements identified by explorers and surveyors. However, more work is required to verify this connection and establish whether there has been sustained public and professional (eg. via surveyors records) recognition of these natural landmarks to allow them a cultural association rather than one of incidental aesthetic judgment or natural significance (outside the ambit of this study)¹.

1.2 Landscape Transformation: the transformation of the landscape during settlement by the clearing of land and introduction of new vegetation types for first grazing and then agriculture.

The introduction of sugar at an early date has gradually transformed the flat coastal areas and river flats, contained physically and visually on the west by the ranges. Over a long period the geometric patchwork of sugar cane plantings has been an essential element in the landscape, defining terrain as well as phases of farm tenure, from plantation to freehold.

Grazing land, via John Mackay and many other pastoralists, had been the initial widespread but perhaps only partially altered landscape form of the region. However, as with other colonies, small freehold occupation displaced the pastoralists and eventually it was their sugar crops which meant intense cultivation of every piece of land practical for cropping and consequent total change of the landscape.

Another form of change has come from natural disasters such as the various cyclones and floods which felled trees and affected vegetation, particularly the 1898 and 1918 cyclones.

1.3 Landscape Ornament & Amenity: the development of ornamental and recreational public parks and plantations, memorial rows and avenues, private gardens, public street trees and private specimen plantings. Most of these categories often include exotic plantings as a vital part of the many cultures imported into the region. However others were native but used in an ornamental manner. For example many of the cane farm complexes are marked today by specimen hoop pines (*Araucaria cunninghami*) which are native to the rainforest areas of the region but have been largely removed for timber. Leading up to the cane cutting season, these distinctive pines are a valuable means of identifying the location of farm buildings.

As apparent as the numerous public halls in the region, are the memorial avenues (mango or fig) which date from the First or Second War. It is one of the distinctive aspects of the region that public life and perceptions

continue in the form of these elements where, elsewhere in Australia, memorial trees have been removed for road widening or car parking (and public halls are deserted or gone).

Planting specifically for tourism appears to be a relatively recent landscape activity with the palm rows in Mackay's main streets and Queens Park, planted or replanted in the 1930s, although there were some earlier coastal mango and palm plantings reputedly for shipwrecked sailors, another type of tourist.

Key Sites

The following are key sites identified in the study for Theme 1:

(Refer to the site address in Section Three for further details).

Mango Trees Mango Avenue, Eimeo

Fig Tree Barrie Lane, Eton

Boarding House Chelmer Street, Eungella

Trees at CSR Homebush Sugar Mill complex, Rosella Road, Homebush

Bandstand Alfred Street, Mackay

Cemetery, trees, shelter Cemetery Road, Mackay

Queens Park (planting and pavilions), Gordon Street, Mackay (see Fig. 3)

Trees, Nebo Road, Mackay

Tree, River Street, Mackay

Trees, Sydney Street, Mackay

Trees, Victoria Street, Mackay

Trees, Wood Street, Mackay

House, complex, trees Greenmount Road, Walkerston

Cemetery, trees Peak Downs Highway, Walkerston

Representative sites identified: 59

2.0 Sugar

The Mackay region is and has been the paramount sugar producing area in the country since the first successful crops were planted in the mid 1860s, and hence a long history is attached to the often visually homogeneous landscape associated with sugar farming. With the landscape are the farm complexes, the barracks which housed cane cutters, the Melanesian village sites, mission halls, the mills and associated mill management and worker housing. There is also the lack of fences, compared with grazing uses, and a vast network of tram and rail routes to distribute the produce.

¹ see Gross & Jackes, *Remnant Vegetation in the Mackay region* (1992) and the Environmental History

Sub-themes

2.1 Major Phases:

2.1.1 Establishment 1865-69

2.1.2 Plantation Development 1870-80

2.1.3 Boom (1881-1884)

2.1.4 Rise of Central Mills 1885-1925

2.1.5 Cooperative Mills 1925-1980s

The industry has changed from small plantations along the Pioneer River west of Mackay, in the 1860s, branching northward along the Viper Creek in the 1870s. Meanwhile small freehold farms displaced the grazing leases, many of these farms growing sugar and having it crushed at plantation mills. Local plantation mills gave way to larger central mills from the mid 1880s while cane farming had also changed in its application of labour and transportation of product. These phases will also be reflected in the evolution or creation of individual sites, as well as other sub-themes.

2.2 Milling:

Mills have introduced increasingly larger building complexes in otherwise open fields and with them eventually came purpose built housing for workers and management alike. With the steam mills came the chimneys and the smoke from their boilers, creating more highly visible elements in the flat cropped land-

scape. Their numbers at first multiplied and then dwindled but individual size always increased such that today's complexes provide visually unique landscapes which appear as a strange fusion of agriculture and heavy industry. In Queensland and other States heavy industry traditionally has located near urban areas, major transport hubs and cheap labour pools, not in a seemingly remote agricultural landscape such as Mackay.

Near to 19th Century mills there may have been a self-contained Melanesian village, housing another class of cane worker. There are traces of all of these elements, from differing phases in milling history in the region.

2.4 Transportation:

Early roads or tracks gave way to the extensive network of tramways which exist today around the cane fields, a topic of study in its own right. The railways were augmented by this light rail system, at the same time opening up new cane growing areas for established mills and new market access, and with that, increased profitability.

Linked with the sea transport theme (6.1) is the extensive wharves and stores on the river bank at Mackay, some of which survive. The Mackay Harbour of the 1930s and the introduction of bulk sugar handling are



4 Mirani Railway Station, linked with the need to transport sugar cane and its products to market, as well as providing a major element in the townscape.

more recent developments in the transportation of sugar which has created their own landmark structures and forced other uses or demolition on the riverbank structures.

2.5 Ancillary infrastructure:

Sugar growing and processing required a guaranteed water supply and hence reservoirs and irrigation schemes were carried out.

2.6 Ancillary industries:

Linked with the previous theme is the provision of brickworks for boiler housings and tank linings, commencing near Walkerston in the 1880s, and the foundries for machinery fabrication. With them go the brickmakers and engineers, such as William McDonald of Mackay.

2.7 Sugar research:

Pooling of private research carried out by individual mills is a relatively recent concept, producing the large Sugar Research Institute complex on the Nebo Road. Before that there was the government initiative, with the State nursery established on the Nebo Road. Other sites may reveal the history of earlier experimentation.

2.8 Sugar workers:

The long history of white and non-white labour on the cane fields has been well documented. Organised labour is remembered by offices and office sites but less apparent are the sites which mark the strike camps, often on river banks on the opposite side to the mills (see Homebush mill).

Key Sites

The following are key sites identified in the study for theme 2. Refer to the site address in Section Three for further details.

Train Engine Peak Downs Highway, Eton

Offices Armstrong Street, Farleigh

*Richmond Sugar Company sugar mill, Mackay
Habana Road, Habana*

*Former mill manager's house now Christensen's,
Barrie Lane, Homebush*

*Church, hall Homebush Rosella Road, Homebush
Railway & Stations, Mackay to Finch Hatton, Mackay
Region (see Fig. 4)*

Memorial, Cemetery Road, Mackay

*Australian Workers Union Building, Offices, Gregory
Street, Mackay*

House (high set) James Street, Mackay

Store & Wharf Ken White Avenue, Mackay Harbour

Offices, Nebo Road, Mackay

*Crocker & Sons, Offices, Stores Victoria Street,
Mackay*

House Cowleys Road, Ooralea

*Pindi Pindi Brick Works, Brickworks Bruce Highway,
Pindi Pindi*

House Bruce Highway, Pindi Pindi

Representative sites identified: 51

Many more sites are evident, particularly concerning the tramway network, and others await identification once more is known of the district's cane farmers and the structures they left behind.

3.0 Other Industries

3.1 Beef:

The pioneering primary industry in the area, few places now reflect that dominance with the exception of Greenmount which itself is a product of the post-grazing era but retains a setting of grazing land. Linked secondary industries such as meat works (one surviving south of Mackay), reflect State or Colony wide policies and the availability of local and overseas markets via the rail link with the rest of the State in 1922-3.

3.2 Dairying:

Sites such as dairy farms are located on the land which was too steep for cane such as the Crediton, Rise & Shine, Dalrymple Heights, Eungella and Mt Charlton areas and consequently hold more indigenous vegetation because of the lack of intense cultivation. They are and always have been, a minority in the region. The linked secondary industries such as butter factories, cool stores in Mackay are near transport hubs which allows them to blend with other warehouse factory structures without expressing a distinctly different use.

3.3 Mining:

Gold mining sites (shafts, machine remnants, graves?) have been located at Eungella (proclaimed a Goldfield in 1889) but the major mining sites in the region are outside of the study area at Mt Britton (gold, 1870s) and other nearby southern locations. Future study should include these sites and others cited by local authorities in the Eungella area which were not identified during this study due to budget restrictions. The Mt Britton sites are linked with those at Eungella proper because of their position at the end of the pack track, prior to the cutting of the Eungella Range Road early this century¹.

3.4 Quarrying:

1 MMTL 1904 road surveyed

Not well documented but nevertheless is represented in the area in the form of the large hillside quarries and the road paving created from them.

3.5 Timber:

The Eungella area was viable as a timber milling area once the railway had reached Finch Hatton 1902 and government incentives were offered in 1912. Large areas were declared a National Park in the 1940s under the management of the Forestry Department. No milling sites have been located (mill trenches or sawdust heaps) although Dobson's timber mill was reputedly near the Uniting Church.

Key Sites

The following are key sites identified in the study for theme 3. Refer to the site address in Section Three for further details.

Meat Processing Factory, Bruce Highway, Dundula
Mackay Agricultural Show Grounds, Exhibition pavilions Milton Street, Mackay

Representative sites identified: 19

4.0 Settlements & dwellings

4.1 Settlement patterns and types:

This is a general theme which encompasses the different forms of settlements (as listed below), the reasons for their evolution and their interrelationships

4.2 Mackay township, a regional centre:

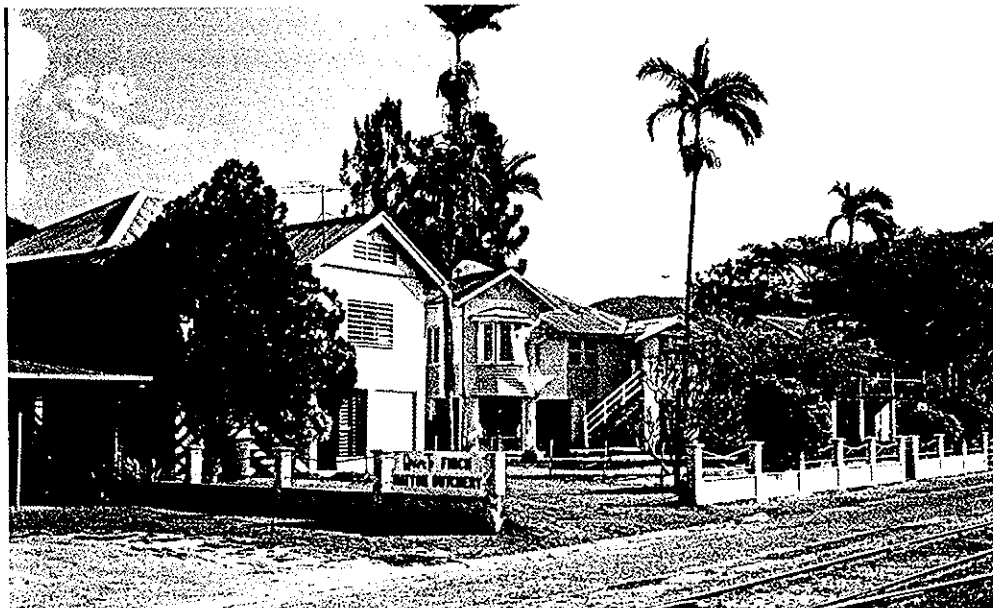
Developed in phases from the 1860s as a grazing service town and port, boosted by the Peak Downs copper find in the 1860s and the resulting track cut to reach the Mackay port. No sites reflect this period today except the street layout of 1863. The sugar growth from the 1870s, meant town growth into the late 1880s, with a few commercial and public building sites surviving from this era, along with one port building. The post cyclone (1918) reconstruction and the rail link with the rest of the State (1922-3) meant the sharpest growth in the town's history and the greatest population growth rate in the State, 1921-33. Many commercial, government, civic and residential sites exist from this era including the railway station itself.

As with the rest of the country, the growth of motor car ownership in the 1920-30s meant greater mobility and the growth of regional centres like Mackay. It also meant the contraction of the other towns in the region which had been until then self-contained.

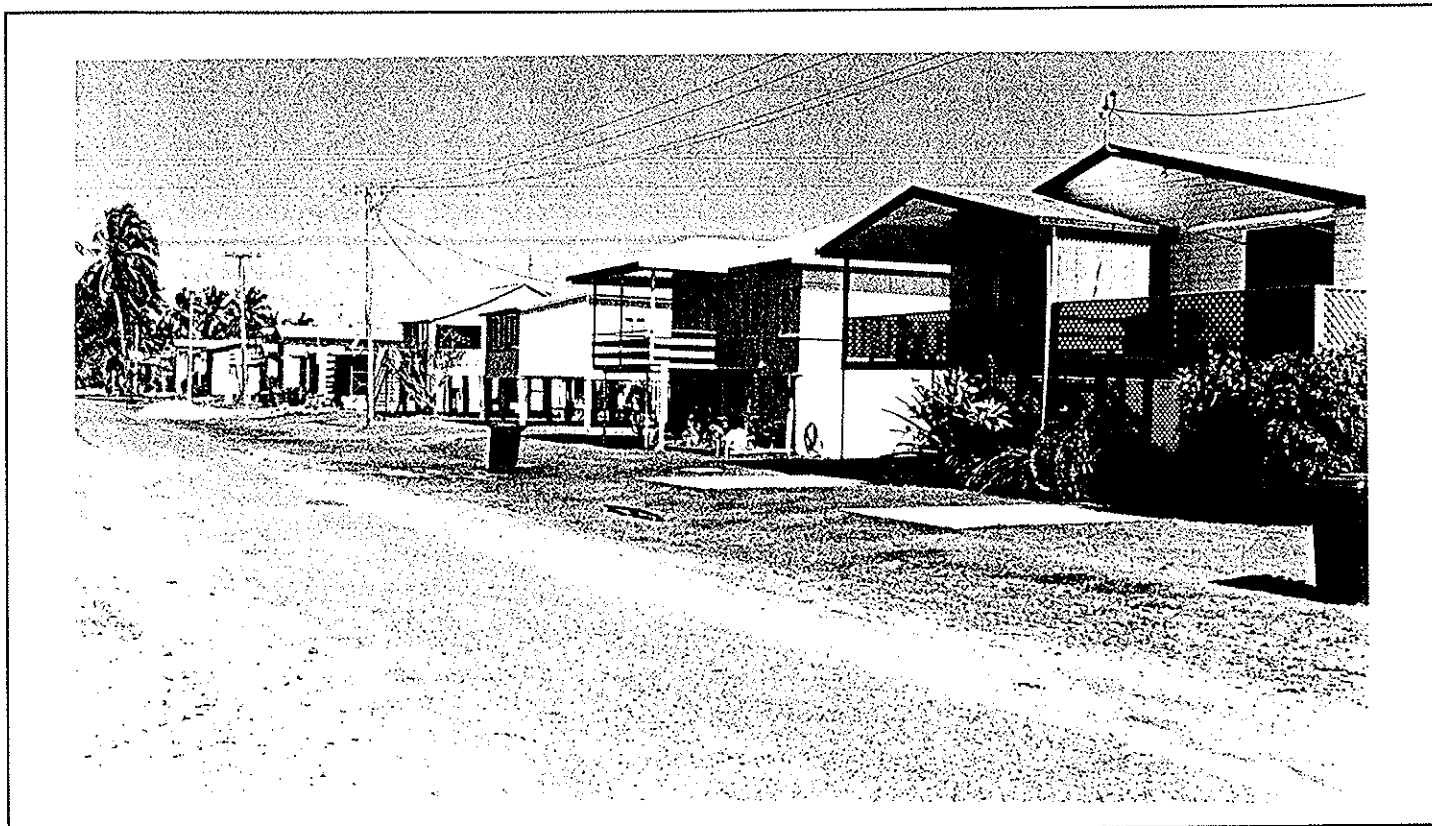
4.3 Mill towns:

North Eton, Homebush (now near gone), Marian, Finch Hatton, Farleigh and Pleystowe. As with previous theme 2.3, each mill evolved a township of similar components which included the mill itself and residential accommodation for workers and management, along with community sites such as schools theatres, halls, and police stations.

4.4 Railway Towns:



5 Finch Hatton house group, Anzac Pde., a mill town (see theme 4.3)



6 Poinciana Avenue, Seaforth: a row of holiday houses many built for the cane farm families from the 1920s onwards but also many showing changes from the following years. (see theme 4.7)

A linked theme to 6.2, each railway line and railway station generated towns and civic infrastructure, in many cases the station was central to the town's main street and many of the town's buildings usually evoke that period immediately after the arrival of the railway. As with mill towns, railway towns are also good hotel sites because of the likely greater custom catchment at a transport hub.

Examples of this type of town are:

Mirani, Calen, Mt Ossa, Gargett, Pinnacle, and Netherdale.

4.5 Other Sugar Towns, 4.6 Localities::

Towns away from mills and railways but still in sugar or grazing areas may have revolved around the local school, hall and church and in many cases these survive, as markers to a once larger urban area, once self-contained prior to the growth of Mackay.

Examples are:

(sugar) Eton, Habana and (other) Dows creek, Septimus, Crediton and Mt Charlton.

4.7 Recreation Centres:

Divided in type between the coastal retreat for cane growers and towns people (Seaforth, Eimeo, Bucasia, Slade Point, Midge Point, Ball and Halliday Bays) and the mountain retreat at Eungella, all made possible by the road and rail construction and increased vehicle

ownership, where large concentrations of beach houses reflect a wide catchment of casual summer residents. Infrastructure which followed the establishment of these towns included the swimming enclosures, often crude timber frame with mesh, the community halls. Often the early beach houses were very simple and small, some surviving with 'windows' made of corrugated iron flaps which prop open on sticks and the high-set form, clad with corrugated iron.

4.8 Dwelling types:

Variations of housing types in the region, varying with use (holiday house, urban houses, plantation houses, farm houses, mill houses and workers housing).

Key Sites

The following are key sites identified in the study for theme 4. Refer to the site address in Section Three for further details.

Police station Bruce Highway, Calen

Urban precinct McIntyre Street, Calen

Theatre McIntyre Street, Calen

Community hall, Dows Creek Mt Burney Road, Dows Creek

Memorial Peak Downs Highway, Eton

Theatre Armstrong Street, Farleigh



7 Former Mt Charlton State School on the Mt Charlton Mirani Road.

Memorial, Trees Anzac Parade, Finch Hatton
 Railway Station Anzac Parade, Finch Hatton
 Hotel Homebush Rosella Road, Homebush
 Railway Station Bruce Highway, Kolijo
 Railway Water Tank off Bruce Highway, Kolijo
 House (high set) Barnes Road, Mackay North
 Memorial Alfred Street, Mackay
 Mackay Intermediate State School, and Trees Alfred
 Street, Mackay
 Mackay Technical College & High School, Alfred
 Street, Mackay
 Lister Hospital, Alfred Street, Mackay
 House (high set) Alfred Street, Mackay
 Court House Brisbane Street, Mackay
 Mackay Court House, Court House Brisbane Street,
 Mackay
 Brown & Associate, House, office Brisbane Street,
 Mackay
 House (high set) Carlyle Street, Mackay
 Holy Trinity Church of England, Gordon Street,
 Mackay
 Holy Trinity Church of England Hall, Gordon Street,
 Mackay
 Factory Gordon Street, Mackay
 Pump house Gordon Street, Mackay
 House (high set) Juliet Street, Mackay
 House Juliet Street, Mackay
 Mackay Harbour Ken White Avenue, Mackay

St Paul's Presbyterian Church, Macalister Street,
 Mackay
 House Moore Street, Mackay
 Lister Hospital, later flats, Nelson Street, Mackay
 House, Fence, Tree Penn Street, Mackay
 Post office River Street, Mackay
 Customs House, Offices River Street, Mackay
 Paxton & Co's Building, Store River Street,
 Mackay
 House, Workshop Shakespeare Street, Mackay
 Cafe Sydney Street, Mackay
 Mackay Town Hall, Offices, Hall Sydney Street,
 Mackay
 Hall Sydney Street, Mackay
 Australian Joint Stock Bank Victoria Street,
 Mackay
 Queensland National Bank, later National Bank of A,
 Bank, offices Victoria Street, Mackay
 Hotel Victoria Street, Mackay
 Hotel Victoria Street, Mackay
 Maguire's Hotel Wood Street, Mackay
 Hall Wood Street, Mackay
 House (high set) Wood Street, Mackay
 Shop, residence Wood Street, Mackay
 Mackay T&G Mutual Life Assurance Society, Offices,
 shops Victoria Street, Mackay,
 Church Mackay Eungella Road, Marian

Mackay Region Pilot Heritage Study

Bridge Mackay Eungella Road, Netherdale
Hall Marian Eton Road, North Eton
Urban precinct Palm & Poinciana Avenues, Seaforth

House (high set) Peak Downs Highway, Vince
House (high set), garden Fadden Street, Walkerston

Representative sites identified: 552

The relatively greater numbers of sites for this theme is to be expected.

5.0 Cultural, Social and Everyday Life in the Region

The numbers of active churches, halls and schools in the Mackay Region is striking, evoking the still self-contained lifestyles of each community where social gatherings have not been replaced by electronic or Mackay-based regional recreational activities.

5.1 Religion:

Includes variations in denominations and church types, also the structures built for religious orders. Denomination may also reflect the community's ethnic origin as in the case of the catholic church at Habana. This subtheme has some overlap with the public buildings which mark town sites in theme 4.

5.2 Education:

Includes primary and secondary schools, Schools of Arts and libraries. This subtheme has some overlap with the public buildings which mark town sites in theme 4.

5.3 Voluntary organisations and societies:

Sites within this theme include those used by benevolent societies, Masonic and benefit lodges, CWA and RSL halls or club houses. The CWA in particular are well represented in the region.

5.4 Cultural & Leisure activities:

Sites from this theme can also represent the activities of voluntary organisations as in 5.3 but the mainstream site types are the cinemas and theatres (often linked with hotels in the region) and the hotels.

5.5 Festivals:

Related activities include agricultural shows (see Mackay show grounds) and street parades.

5.6 Recreation & Sport: related sites or activities include sporting grounds, cricket, football, tennis, bowls, croquet, horse racing.

Key Sites

The following are key sites identified in the study for theme 5. Refer to the site address in Section Three for further details.

Theatre, McIntyre Street, Calen
McGregor Creek Community Hall, Dows Creek Mt Burney Road, Dows Creek

Memorial, Peak Downs Highway, Eton
Boarding House, Chelmer Street, Eungella

Theatre, Armstrong Street, Farleigh
Memorial, Trees, Anzac Parade, Finch Hatton

Church, hall, Homebush Rosella Road, Homebush

Hotel, Homebush Rosella Road, Homebush

Memorial, Alfred Street, Mackay
Bandstand, Alfred Street, Mackay
Mackay Intermediate State School, Trees, Alfred Street, Mackay
Mackay Technical College & High School, Alfred Street, Mackay
Anglican rectory, House, Goldsmith Street, Mackay

Holy Trinity Church of England, Church, Gordon Street, Mackay

Holy Trinity Church of England Hall, Gordon Street, Mackay

Park, Gordon Street, Mackay

St Paul's Presbyterian Church, Macalister Street, Mackay

Mackay Agricultural Show Grounds, Exhibition pavilions, Milton Street, Mackay

Cafe, Sydney Street, Mackay

Hotel, Victoria Street, Mackay

Maguire's Hotel, Wood Street, Mackay

Hall, Wood Street, Mackay

Church, Mackay Eungella Road, Marian

Hall, Marian Eton Road, North Eton

Church, hall, Rosella Homebush Road, Sandiford

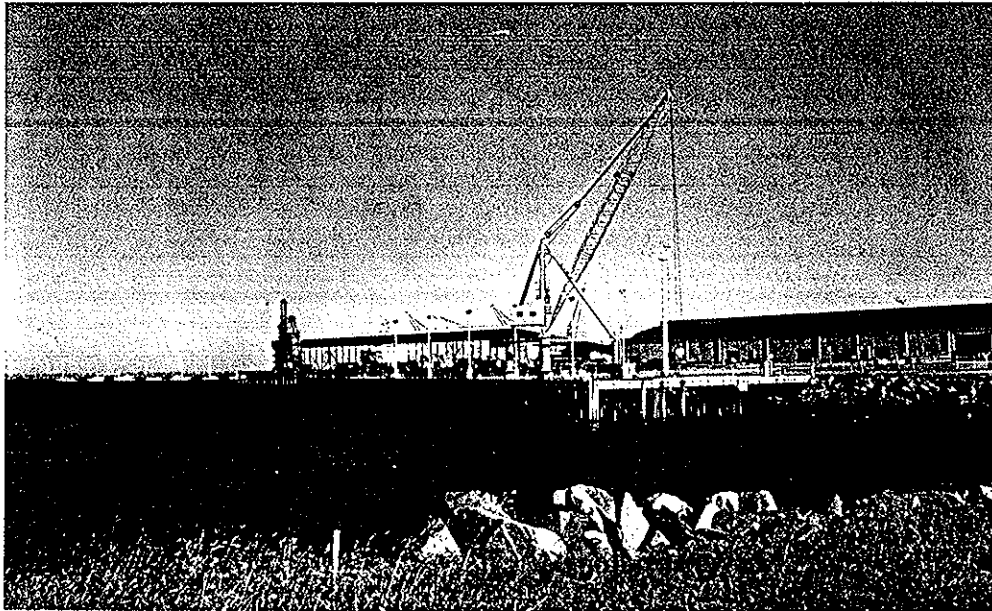
Hotel, Bruce Highway, The Leap

Representative sites identified: 111

6.0 Transport

6.1 Shipping:

Related sites include ports, wharves, warehouses and light houses, the three main locations for sites being the Coral Sea (Flat Top Island), Mackay Harbour and the Pioneer River (River Street environs) at Mackay. The Mackay port has had a long history which is probably shared by other coastal towns facing the Coral Sea which sought a sheltered riverside berthing near a fresh water supply initially but with greater produce output large scale coastal works were undertaken to provide man-made shelter in deep water. The nature of these sites has meant that many of the breakwaters, the light house and remnant berthing structures at Flat Top Island, have gone unrecorded because



8 Mackay Outer harbour, Breast Wharf, part of the infrastructure which replaced the labour intensive sugar handling at the old Port of Mackay on the Pioneer River.

of access difficulties. Related themes include those of organised labour who, because of the labour intensity of the lighter transport to the Flat Top Island anchorage, had great power over the region until the creation of Mackay Harbour in the 1930s.

6.2 Railways:

This transport mode was equally important to shipping access, allowing the cane farms to locate away from major water courses where the plantations had initially been set up, and hence allow a greater cane growing area. The creation of the first line in 1885 abetted the growth of the central mills. Related sites include tracks, track reserves, bridges, stations, water tanks (where they survive), railway residences, and, in some cases, tree rows along track reserves or at station sites. There are also the railway towns (theme 4).

6.3 Roads:

Related sites include early tracks, roads, bridges, cuttings and fords (see Homebush area). The 1882 plan of the region shows the telegraph line typically paralleling the main north road in its inland path between Mt Sweetland and Mt Ossa, today the route of the

Bruce Highway. Few freeholds existed at that time, The road presumably crossing pastoral leaseholds and contacting station homesteads en-route, the homesteads being then among the few signs of settlement in the north. To the south the telegraph line followed what was then the Main Nebo Road, crossing the Black Waterhole Creek at Hazeldean in similarly unsettled terrain¹.

6.4 Air:

Related sites include the Mackay airport which has been through at least two major development stages.

6.5 Communications:

Related sites include telegraph stations, telegraph lines or routes, post offices, radio stations.

6.6 Ancillary features:

Customs services, as seen in the Mackay customs house.

Key Sites

The following are key sites identified in the study for theme 6. Refer to the site address in Section Three for further details.

1 see Pears, Survey Branch 'Map of the Country in the Neighbourhood of Mackay..' 1882



⁹ *Mackay Railway Station (former) the building which symbolises Mackay's connection with the outside world in the 1920s at the start of a minor boom in its history.*

Tank, Railway, Bruce Highway, Bloomsbury

Railway Station, Anzac Parade, Finch Hatton

Lighthouse, Flat Top Island, Flat Top Island

Railway Station, Bruce Highway, Kolijo

Tank, Bruce Highway, Kolijo

Lighthouse, Harbour Road, Mackay Harbour

Railway, Stations, Mackay to Finch Hatton, Mackay Region

Outer Harbour, Ken White Avenue, Mackay

Store, wharf, Ken White Avenue, Mackay

Post office, River Street, Mackay

Paxton & Co's Building, Store, River Street, Mackay

Croker & Sons, Offices, Stores, Victoria Street, Mackay

Bridge, Mackay Eungella Road, Netherdale

Representative sites identified: 43

7.0 The Peoples

This is potentially a broad theme but can be focussed on the special role ethnic groups have played in developing the Mackay Region, particularly in cane harvesting. Too often little specifically related to each group survives, as seen in the exotic but fragile thatched roof structures created by the Melanesians soon after arriving in early photographs.

7.1 Indigenous peoples:

The aboriginal presence in the region was typically strong at the time of pastoral settlement and very weak by the turn of the century, with those remaining being relocated to government settlements.

7.2 English speaking people:

The pioneers and instruments of change in the region, building up the society and its built infrastructure which is still very apparent in all parts of the region.

7.3 Melanesians:

Their continuing presence in the region is a reminder of the large numbers brought here to cut cane prior to the final phasing out of the indentured labour system in 1906. Sites are in most cases only exist in memory but housing, burial and church sites (now vacant ground), the cemetery headstones, reminiscences and early photographs still commemorate them. Their la-



10 *Selwyn House, Ooralea, linked with the Melanesian people in Mackay region.*

bour formed the industry which has allowed Mackay to prosper.

7.4 Maltese:

The next major wave of immigration after the Melanesians, the Maltese successfully involving themselves with the sugar industry, particularly around Habana. The church there, rebuilt over time, is a creation of the Maltese community although other adjacent farming sites are less distinctively Maltese in origin.

7.5 Asian Immigration:

Chinese and Japanese migrated to the Mackay region and contributed to the sugar industry, leaving their mark in the form of cemetery memorials and bamboo clumps, along streams, which were used as a food source. The memorial at the Walkerston cemetery to the Inspector of Japanese is one tangible reminder of the presence of this race in the area while one man of Japanese origin has accumulated a large sugar farming area at Homebush.

Key Sites

The following are key sites identified in the study for theme 7. Refer to the site address in Section Three for further details.

*Selwyn House, Cowleys Road, Ooralea
Church, hall Rosella Homebush Road, Sandiford
The Leap Hotel, Bruce Highway, The Leap
Cemetery, trees Peak Downs Highway, Walkerston*

Site Selection Criteria

The following criteria were used to select sites during the study.

1.0 Interpretation

Sites were ranked according to the capacity of their physical fabric and/or surviving documentation to illustrate key historical themes by means of:

1.1 the amount of the original fabric which survives or the amount of change which has clouded its origins

1.2 the degree to which later changes or additions provide evidence of change over time within a key theme, compared with sites of lesser interpretive value where changes have obliterated earlier fabric and hence lend no perspective of change or information on the original state of the site.

1.3 the amount and quality of information about the site, in the form of maps, photographs, plans, written or oral descriptions, allowing the site's history to be easily interpreted.

Key Sites

The following are key sites identified in the study for this criterion.. Refer to the site address in Section Three for further details.

Memorial, Trees, Anzac Parade, Finch Hatton

*Richmond Sugar Company mill, sugar, Mackay
Habana Road, Habana*

Lighthouse, Harbour Road, Mackay Harbour

*Railway, Stations, Mackay to Finch Hatton, Mackay
Region*

Memorial, Alfred Street, Mackay

*Mackay Intermediate State School & Trees, Alfred
Street, Mackay*

*Holy Trinity Church of England, Church, Gordon
Street, Mackay*

Offices, Nebo Road, Mackay

Lister Hospital, later Flats, Nelson Street, Mackay

Post office, River Street, Mackay

Paxton & Co's Building, Store, River Street, Mackay

*Mackay Town Hall, Offices, Hall, Sydney Street,
Mackay*

*Mackay T&G Mutual Life Assurance Society, Offices,
shops, Victoria Street, Mackay*

House, Cowleys Road, Ooralea

Pindi Pindi Brick Works, Bruce Highway, Pindi Pindi

Church, hall, Rosella Homebush Road, Sandiford

House, complex, trees, Greenmount Road, Walkerston

2.0 Age

2.1 *Relative age*- intact sites that are the oldest within a theme or group will be ranked more highly than those of later periods within the same grouping, because of their role as prototypes for later structures and, because of the gradual disappearance of sites of similar age, their rarity.

2.2 Where historical themes undergo multiple phases, sites will be assessed for their representation within each phase and be given greater significance for representation of important stages of the theme's development.

Key Sites

The following are key sites identified in the study for this criterion.. Refer to the site address in Section Three for further details.

Memorial, Trees, Anzac Parade, Finch Hatton

*Richmond Sugar Company mill, sugar, Mackay
Habana Road, Habana*

Lighthouse, Harbour Road, Mackay Harbour

*Railway, Stations, Mackay to Finch Hatton, Mackay
Region*

Lister Hospital, Flats, Nelson Street, Mackay

Post office, River Street, Mackay

Paxton & Co's Building, Store, River Street, Mackay

*Mackay Town Hall, Offices, Hall, Sydney Street,
Mackay*

Church, hall, Rosella Homebush Road, Sandiford

House, complex, trees, Greenmount Road, Walkerston

3.0 Specific Associations with the Site

Sites were ranked according to the extent of:

3.1 association with a key person, significant locally, regionally or within the State.

Factors: a close association with a person of state significance will probably lead to the site being ranked as of state significance or the major home, design creation or workplace of a key person will make the site more highly significant than a brief or superficial association.

3.2 association with key events or activities in local, regional or state history

3.3 community identification as a landmark associated with one of the key historical themes.

3.4 the site's demonstration of a typical lifestyle within one of the key historical themes.

3.5 the site's association or relationship with adjacent other sites.

Key Sites

The following are key sites identified in the study for this criterion.. Refer to the site address in Section Three for further details.

Memorial, Trees, Anzac Parade, Finch Hatton

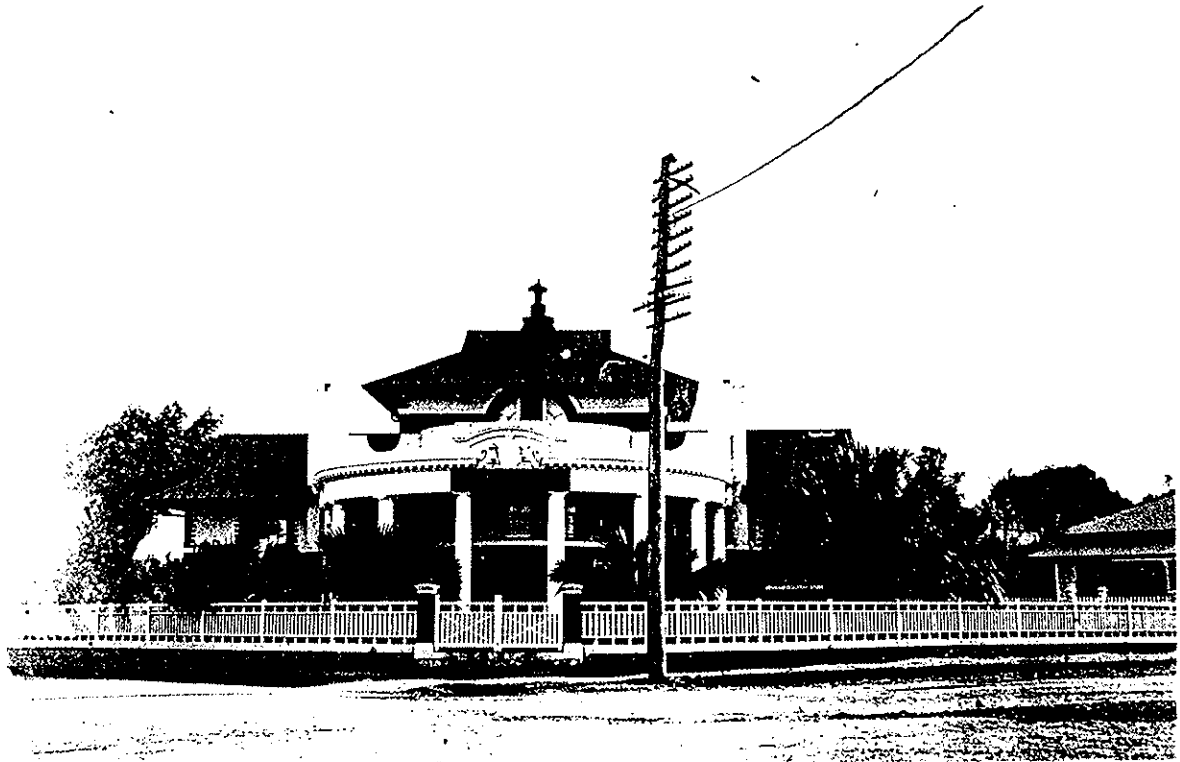
*Richmond Sugar Company mill, sugar, Mackay
Habana Road, Habana*

Church, hall, Rosella Homebush Road, Homebush

Lighthouse, Harbour Road, Mackay Harbour

*Railway, Stations, Mackay to Finch Hatton, Mackay
Region*

Memorial, Alfred Street, Mackay



11 *Mackay Customs House, a community building in the town over a long period and hence known by many in the district: it has associations with the river port which has now ceased to operate and hence the early history of the region's development, totally dependent on sea transport. (Oxley Library)*

Mackay Intermediate State School & Trees, Alfred Street, Mackay
Holy Trinity Church of England, Church, Gordon Street, Mackay
Offices, Nebo Road, Mackay
Lister Hospital, Flats, Nelson Street, Mackay
Post office, River Street, Mackay
Paxton & Co's Building, Store, River Street, Mackay
Mackay Customs House, River Street, Mackay
Mackay Town Hall, Offices, Hall, Sydney Street, Mackay
Mackay T&G Mutual Life Assurance Society, Offices, shops, Victoria Street, Mackay
House, Cowleys Road, Ooralea
Pindi Pindi Brick Works, Bruce Highway, Pindi Pindi
House, complex, trees, Greenmount Road, Walkerston

4.0 Rare or Unique Sites and Fabric

Sites were ranked according to their representation of:

4.1 work or leisure activities, cultural values or modes of construction which are no longer held or carried out in the State or study area.

4.2 types of places which have now been largely removed from or modified in the state or study area

4.3 type of landscape that was widespread in the study area but has now largely disappeared.

Key Sites

The following are key sites identified in the study for this criterion. Refer to the site address in Section Three for further details.

Memorial, Trees, Anzac Parade, Finch Hatton

Richmond Sugar Company mill, Mackay Habana Road, Habana

Church, hall, Rosella Homebush Road, Homebush

Lighthouse, Harbour Road, Mackay Harbour

Railway, Stations, Mackay to Finch Hatton, Mackay Region

Memorial, Alfred Street, Mackay

Mackay Intermediate State School, Trees, Alfred Street, Mackay
Lister Hospital, Flats, Nelson Street, Mackay
Paxton & Co's Building, Store, River Street, Mackay

Pindi Pindi Brick Works, Brickworks, Bruce Highway, Pindi Pindi
House, complex, trees, Greenmount Road, Walkerston

5.0 Sites of Aesthetic or architectural interest

5.1 Aesthetic recognition by those expert in the field over a sustained period or at a key point in time

5.2 Design or stylistic interest as a particularly evocative example of or an early use of a particular design style or theme

5.3 Sites associated with an important or recognised designer's work, as a good and/or early example (see also 3.1)

Key Sites

The following are key sites identified in the study for this criterion. Refer to the site address in Section Three for further details.

Memorial, Alfred Street, Mackay
Mackay Intermediate State School, Trees, Alfred Street, Mackay
Holy Trinity Church of England, Church, Gordon Street, Mackay
Offices, Nebo Road, Mackay
Lister Hospital, Flats, Nelson Street, Mackay
Post office, River Street, Mackay
Mackay Town Hall, Offices, Hall, Sydney Street, Mackay
Mackay T&G Mutual Life Assurance Society, Offices, shops, Victoria Street, Mackay
House, Cowleys Road, Ooralea
House, complex, trees, Greenmount Road, Walkerston

6.0 Sites of technical or scientific interest

6.1 Sites which illustrate technical innovation or skill.

6.2 Sites which by their scientific interest have attracted study over a sustained period.

Key Sites

The following are key sites identified in the study for this criterion.. Refer to the site address in Section Three for further details.

Memorial, Anzac Parade, Finch Hatton
Lighthouse, Harbour Road, Mackay Harbour

Memorial, Alfred Street, Mackay
Pindi Pindi Brick Works, Brickworks, Bruce Highway, Pindi Pindi

Notes

Sites which are linked to more than one of the historical themes may be ranked more highly than those which illustrate only one theme. The Richmond sugar mill is such a site.

STUDY CRITERIA

The *Study Criteria* 1-6, listed below, were used in the identification and evaluation of places in this study. They are a subset of the Australian Heritage Commission criteria which allows places of *aesthetic, historic, scientific or social significance* or *other special value* to be placed on the National Estate Register as determined by the *Australian Heritage Commission Act* 1975.

They are also linked with the Queensland's Heritage Council's criteria (see below).

Study Criteria Application

1. Interpretation

We gave priority to sites which were close to their (external) appearance (high integrity) when they were created or when they were associated with some important event, a significant community or person (see also Associations). The unchanged nature of these sites allowed easy interpretation of specific periods in the region's history¹. If a site had been recorded and written about over time this would provide a further ease of *interpretation* and add to this significance. For example the many public sugar industry histories allow the traditional form of historical interpretation through old photographs and the written word, to enhance assessment of what remains of the physical products of this major theme. This makes sites like the Richmond mill more valuable than simple ruins. The continuity of families in the region also allows access to family records and memories while some excellent school histories have also been published.

2. Age

Comparative age and the implied long-term use of a site often means it has greater heritage potential². An

1 see Criterion 1, Interpretation

2 see Criterion 3 Specific Associations

early site would be remembered by many people over time because of its long-term public use and, in certain age brackets, the site could also be considered rare because of the loss of similar sites over a long period.

In contrast to these early sites, are the more recent achievements in the region, such as the Mackay Harbour Board's new offices or the Sugar Research Institute's offices which also represent another important, if later, phase of the region's development¹.

3. Associations

Sites which embodied the memories of many persons within each of the region's communities, such as halls, theatres, hotels, shops, churches and schools, were given priority. Similarly if an important figure or event was closely associated with the place (ie. its creator, or instigator), public knowledge of that person or event would be expanded by looking at the place where the event occurred or by viewing the dwelling or life style of a key person in the region's history. In some cases community perceptions may have 'created' the history of a site, by local myth or word of mouth. These associations are often no less real than documented history. Community associations may die with that community but nevertheless unless they are recorded. A measure of how a community has perceived a site over time can be made through viewing published histories, post cards, illustrations and newspaper articles and consulting local oral sources, and cross-checking their impressions. This study was unable to fully utilise oral sources because of the time constraints but much work could be done in the future by local history or family groups.

4. Rarity

Other places may be visually or aesthetically distinctive or unusual for some reason such the 1950s RSL Hall in Sydney Street, Mackay, with its oversize slouch hat and relatively advanced Modernist architectural styling for the area. They may be becoming rare, such as the old picture theatres which were once numerous but survive in small numbers in the region.

Sites may represent a lifestyle which is fast disappearing. The local railway station buildings were once the centre of community life and their ancillary equipment such as the steam-era water towers. One by one they are being dismantled so that what was once a major part of everyday life will disappear without a trace.

5. Aesthetic or Architectural significance

History of architecture and aesthetics has developed throughout Australia as a science which has allowed rational categorisation of different approaches to design by architects and builders. This study has utilised the frameworks represented by these stylistic differences and allowed the assessment of places as being representative or a good example or an early example or an influential example of a specific design type, incorporating matters of design and use.

The designers themselves, like artists, may attract a following on the basis of their sometimes unique position in small communities. Mackay's Harold Brown is one such architect. His first or best work will be of interest as a major achievement of one of the town's residents which as a material object can be viewed and understood.

6. Technical or Scientific Interest

Technical achievement can be apparent as a craft as in the carving of stone, the casting of ornate iron pieces or a mosaic tile pictorial. In the case of the Mackay region, these techniques are all embodied in various monuments in the region's cemeteries. Technical achievement can also be reflected in the mechanical plant of a sugar mill or the structural system of a bridge.

CONCLUSIONS & RECOMMENDATIONS

The places listed above and those in *Section Three* (Heritage Sites) not only show the region's character but in many cases distinguish the region from other parts of Queensland and Australia. But how are they to be conserved? The following is a brief discussion of some options.

Community-based Options

Municipal Restoration Programs and Advisory Services:

An experienced conservation architect can advise the public who own significant sites on restoration or development questions or advise the Shire on planning applications, on a periodical basis (fortnightly, monthly).

An adviser can:

- * provide free development advice to owners of heritage sites;

1 see Criterion 2, Age (2.2)

- * comment on planning permit proposals for heritage sites to council or council officers;
- * identify additional places of significance in the Shire and add to the existing documentation of identified heritage sites; and
- * promote heritage conservation and the advisory service

Given the scarcity of experienced conservation architects in the area, this is a service which could satisfy the conservation problems met by property owners without causing them undue expense.

This is of particular assistance in the continuing assessment of identified sites which undergo change and the discovery of new sites. Applications for conservation funding (such as the National Estate grants program) can also be assisted by advisers and hence may achieve a higher success rate.

Australian Heritage Commission National Estate Grants Program

This is administered at State government level on the basis of Australian Heritage Commission themes. Municipalities can gain funding for a wide range of conservation projects for National Estate Registered sites (see below, *Statutory Options*, p.22).

The local Council could (using a heritage consultant, adviser, or advisory committee) investigate projects and priorities for grant applications.

Heritage Loans

As a financial incentive for restoration or just repair of valuable sites, a policy of low interest loans, as managed by a volunteer local advisory committee and advised by the heritage adviser, should be investigated. As with the heritage adviser, this can promote heritage concepts and improve the visual environment, while allowing financial assistance to those who could otherwise not afford to undertake restoration schemes.

Municipal Rating Schemes, Heritage Awards, and Heritage Walks

The municipalities could investigate rate incentive programs which encourage restoration or refurbishment of heritage buildings, streetscapes and areas. These might include townscape improvement schemes where for example, local traders contribute to an improvement fund which is distributed for work on painting facades, erecting related street furniture and signage and planting trees which complement the period of the precinct. Similarly rate valuations should reflect the relatively low development potential of

conserved buildings, as compared to other non-heritage but similarly sized and sited properties.

Holding heritage restoration or garden competitions and developing heritage walks or rides helps maintain public awareness of heritage issues and standards, while also encouraging improvement of the region's built assets and fostering tourism.

Reconstruction of the Pioneer Valley railway as a tourist destination is one example of a community program which could be encouraged by community groups or municipal government while also helping to enhance the standard of the venture, particularly in a heritage sense.

Community Documentary Heritage Grants

The National Preservation Office (National Library, Canberra) offers grants of up to \$5000 to community groups for preservation of their documentary heritage. The local library could review their local history collection or the historical society could, copy label and make their collection more generally available, particularly to schools.

Contact: National Preservation Office, National Library of Australia, Canberra, ACT 2600

Official Record Protection & Access

For the sake of the region's history, the holders of official historical records in the region should, particularly with the onset of municipal amalgamation, ensure that these records are properly stored, cleaned, catalogued and copied, using Oxley Library guidance as required. They should also ensure maximum public access once these records are copied by providing for multiple copies of the microfiche and readers to view them.

Community Library Programs

This study was developed as a personal computer based Heritage Database which could be placed in the local libraries as a reference for local historians and potentially the basis for adding more sites or site histories to the study findings.

The library local history collections which are more readily available for students and ratepayers than local private or voluntary museums, should be developed. Among the typical programs which could be adopted are:

- * acquisition of all of the publications listed in the bibliographies of this report;
- * continuing acquisition of the Oxley Library (State Library of Queensland) and other micro-fiche collections ie. the *Daily Mercury* on micro-film;

- * setting up or encouraging an oral history resource (in conjunction with the municipal library and historical society) which includes interviewing, transcription, indexing and publication;
- * set up a continuing picture collection acquisition and indexing program based on advertised sessions for copying resident's old photographs, subsequent indexing and publication.

The Councils should investigate fund expansion of the local history collection and its accessibility to the community.

Statutory Options

The following provide for conservation by informed regulation and must always be seen to be secondary to, or complementary with, incentive based conservation schemes. For example if the community provides low-interest loans for conservation of buildings, a statutory control can protect their investment.

Planning Scheme Schedules

One way of approaching conservation of the heritage assets of the region is to list or schedule sites which the community agrees have significance for protection in a municipal planning scheme which covers the relevant area. A planning permit would be then required to demolish or alter any significant and/or original fabric at the listed site: such a permit may or may not be granted depending on stated Council policies and the community view. Adjoining sites could also be scheduled for development control which would allow demolition providing the replacement structure on the site provided a satisfactory context for the protected site next door¹. This is a similar control to that which already exists in most municipal planning schemes where land use is guided for the good of the community.

Schedule Selection

Which sites are selected is a matter for the community and their representatives when properly informed by a heritage study of which this study is a preliminary part. Sites of regional and state importance might be chosen for such a schedule or, as well, areas such as the urban precincts suggested here where the sites which make up the areas are not individually significant but combine to provide an area's character.

Types of Control

The degree of control is also variable with sites which have a street presence (as contributing to a precinct) being only protected as far as the street view and those with individual significance (regional or state) being perhaps controlled as an entity. Such controls would be exerted in much the way planning controls are already applied in the Mackay area where Council officer decisions are subject to Councillor approval and appeal by the applicant or affected members of the community.

Policies & Zoning Controls

Traditional land-use zoning in planning schemes and Council policies can also help protect sites where the development pressure can be eased on certain types of places. For example, the allowed density of multi-unit residential units might be regulated to deter demolition of established houses in selected areas such that it is more economic to develop in areas which have little identified character.

Councils or government authorities also manage many of the public areas which have been identified in this study including street planting, public and foreshore reserves. Their management of these reserves should follow stated aims and include heritage conservation.

Australian Heritage Commission (AHC): Register of the National Estate.

Places of regional and State importance in *Section Three* of this report could be considered for the National Estate register, as nominated by individuals or community groups. These site must be of *aesthetic, historic, scientific or social significance or other special value* to be placed on the National Estate Register

If the site is on the AHC register, approved restoration work can attract income tax deductions. Otherwise, listing on this Register has an effect only if the site or works is owned or funded by the Australian Government. In this case the Act requires that the Government department must not compromise the site's heritage value unless there is '...no feasible and prudent alternative' and that '...all measures that can reasonably be taken to minimise the adverse effect will be taken.' Any person may apply to list a site on the Commission's prescribed form leading to notification of the site's owner and consideration by the Commission after the owner's views are known and have been evaluated.

¹ see Queensland Department of Housing & Local Government, *Planning Provisions for Heritage Conservation*, 1991

Registration is almost essential to qualify for assistance under the Australian Heritage Commission National Estate Grants Program which is announced annually and includes funding for local and State Government bodies and community groups who have submitted projects. The Commission is also obliged to promote 'public interest' and education in the national estate.

Queensland Heritage Council Register

The sites identified as of heritage value to Queensland in *Section Three* of this study could be considered for the above register¹. The following criteria are used by the Council when places are considered for the Queensland register:

Criteria (a) The place is important in demonstrating the evolution or pattern of Queensland history;

Criteria (b) the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage;

Criteria (c) the place has potential to yield information that will contribute to an understanding of Queensland's history;

Criteria (d) the place is important in demonstrating the principal characteristics of a particular class of cultural places;

Criteria (e) the place is important in exhibiting particular aesthetic characteristics valued by the community or a particular cultural group.

Criteria (f) the place is important in demonstrating a high degree of creative or technical achievement at a particular period;

Criteria (g) the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Criteria (h) the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history.

The Council's functions include encouraging and assisting with the management of places of cultural heritage significance where their officers can provide free technical advice for owners with registered properties.

FURTHER WORK

Section Three encompasses only those sites we were able to see and record in a very brief period. We were also given lists of sites, some of which we were unable to survey, and these should be added to any heritage assets list. No doubt many more places exist which may illustrate their creation date or a valuable historical theme in the region. These should be identified, recorded and evaluated.

Further work is also needed on the *Section Three* sites, particularly their historical background and associations within the community. Only some of the sites examined were researched using primary sources such as rate books and the *Queensland Post Office Direc-*

tory but most are yet to be properly documented to link what may now be folklore with fact. All of the major sites should be researched using primary sources, reevaluated and a Statement of Significance provided for each.

The *Appendix 2* lists potential **heritage areas** or precincts and the sites which contribute to them. Further work is needed on these areas, particularly with the advancing development boom from the south. We are already aware that some of the sites listed here and in *Section Three* have been demolished in the 9 month period since the survey.

Similarly some **street trees** in Mackay are also listed in the *Appendix 2*, awaiting a thorough cultural landscape study of the region, in the wake of the assessment already made of the natural landscape remnants. We hope that this list of places is a fair appraisal of some of the region's achievements, over a period of about 130 years. Nevertheless this has been a *pilot heritage study only* and should not be considered to be a full assessment of the region's historic places.

Acknowledgments

Jinx Miles and Leon Misfield of the National Trust of Queensland also, from Mackay:

Bain, Bob, (Pioneer Shire)

Baker, Nell (history source)

Butler, Helen, (North Mackay Library)

Clark, Betty, (Mackay Historical Society)

Foster, Norm (history source)

Heggie, Heather (history source)

Jewell, John (history source)

Jewell, Michael (City of Mackay)

Jones, Shirley (history source)

Kane, Lesley, (Mirani Shire)

McNee, Pauline, (Mackay City Library)

Mackay & North Mackay Library staff

Mirani Library & Museum staff

Mirani municipal officers

Parsons, Tom (Mackay City Council)

Payne, John, (Mackay City Council)

Pioneer municipal officers

Rees, Garry, (Environment & Heritage)

Robson, Robert (history source)

Shaw, Bob, (National Trust Mackay Branch)

Smith, Graeme (history source)

Stuart, Jim (Mackay Showgrounds)

Sutton, Stephen, (Environment & Heritage)

Tait, John (City of Mackay)

Wright, Bernice (history source, researcher)

Section Two

Environmental History

Section Two - Environmental History

Table of Contents

1 The Landscape

A tropical landscape	1
Transforming the landscape	2

2 The peoples of the region

Indigenous peoples	3
British and northern European peoples	3
Melanesians	3
Maltese	4
Chinese	4

3 The sugar industry

3 The sugar industry

The sugar emporium of Australia	5
Establishing the industry (1865-1869)	6
The rise of the plantations (1870-1880)	7
The boom era of the plantations (1881-1884)	8
The rise of the central mills (1885-1925)	8
The cooperative mills (1925-1980s)	10
Recent developments	10
Sugar research	10
Ancillary industries	11
Workers in the industry	11

4 Other industries

Cattle	12
Mining	12
Dairying	12
Timber	12
Tourism	12

5 Settlements and dwellings

Mackay - a sugaropolis	14
Major expansion: the 1920s and 1930s	16
Towns, settlements and districts	18
Sarina - secondary centre	18
Small townships	18
Walkerston	18
Eton	18
Marian	18
Finch Hatton	18
Mirani	19
Calen	19
Settlements	19
Localities	20
Holiday settlements	20

6 Social and cultural life

Religion	21
Education	22
Festivals	23
Sport and recreation	24

7 Transport

Shipping	25
Railways	27
Tramways	29
Roads	29
Air	30

Bibliography.....31

Environmental History, Mackay Region

1 The Landscape



¹ Pioneer Valley 1948. The Pleystowe mill is in the centre adjacent to the Pioneer River. Three principal land types in the Pioneer region are evident; the cane fields occupy the flat river plains; open woodlands are restricted to the more hilly area in the upper right; and the rainforest of the Eungella Ranges are in the background [John Oxley Library].

A tropical landscape

When John Mackay and other pastoralists entered the Mackay region from southern Queensland in 1860, they encountered an unfamiliar landscape. It was unmistakably a tropical environment formed by the flora, fauna, climate and topography.

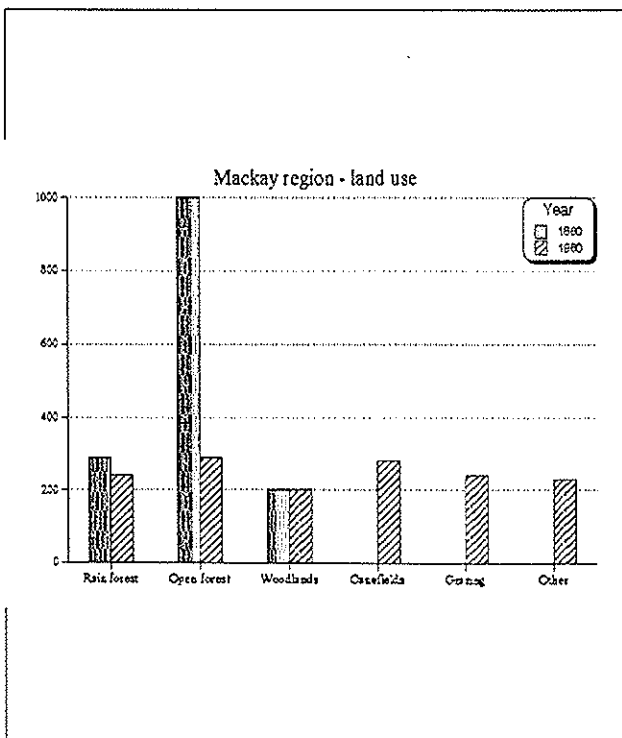
The vegetation of the region as experienced by the first Europeans comprised four broad types: *rainforest* which was confined mainly to the ranges in the west and in the Cape Hillsborough area (i.e.. red stringy bark or *Eucalyptus resinifera*, hoop pines or *Araucaria cunninghamii*); the *tropical woodlands*, forming a transition from the upland rainforest, with *Lo-*

phostemon sp. and larger eucalypt species (i.e.. *bloodwood* or *Eucalyptus intermedia*, poplar gum or *E.platyphylla*, forest red gum or *E.tereticornis*), and found throughout the more fertile parts of the region; *open woodlands* which occupied the less fertile areas and were dominated by eucalypts (grey ironbark or *E.drepanophylla*), pandanus palms and melaleucas (cajuput or *M.leucadendron*, blue paperbark or *M.dealbata*) in poorly drained coastal areas; and *fore-shore and tidal areas* formed another distinct area dominated by mangroves and certain casuarina species¹.

¹ Gourlay, 1986: 29-30; Gross & Jackes (1992): 9-12



2 Queens Park, Mackay, 1940s. The park was established in 1886. During the 1930s substantial improvements were made to the park, in particular the planting of a wide variety of tropical plant species [John Oxley Library].



3 Land use patterns Mackay region

Transforming the landscape

The first Europeans saw the area as an 'expansive waste of nature's richness'. They immediately set about its transformation by clearing the land for agriculture and pastoral activities. In the following 130 years no part of the landscape escaped the impact of the European activity. Some areas were dramatically altered, others less so. The pastoral and sugar industries had a major impact on the open forest or tropical woodlands, while the pastoral industry also affected the open woodlands. The timber industry has had a significant impact on some of the rainforest areas of the Eungella and Clarke ranges. Good stands of hoop pines once grew between the Pioneer River and Eton, 19K south of Mirani: this 10,500 acre reserve was the second largest hoop pine forest in the State during the 1940s, containing trees of 1.8m diameter. There were also forests of native hardwoods such as ironbark and bloodwood which grew along the Stockyard Creek west to the Clarke Range. At that time the lack of access to these trees was lamented¹.

1 Mackay Blair Athol (1946): 55

2 The peoples of the region

Indigenous peoples

Prior to European occupation, an estimated 1000 indigenous people lived in the Pioneer valley. They belonged to five language groups, occupying the Pioneer River valley and surrounding territory: Juipera, Biria, Ngaro, Gia and Wiri. These groups resisted the intrusion of pastoralists onto their land and conflict soon developed¹.

At the request of local pastoralists, a detachment of Native Police was stationed near Bloomsbury in the mid 1860s to provide protection for pastoralists and their property. The activities of the Native Police with the superior weaponry and horses, in conjunction with pastoralist reprisals had a devastating impact on the indigenous population. In less than ten years, their numbers had been halved as a result of warfare and disease².

During the 1870s some plantation owners and local residents attempted to adopt a more conciliatory attitude to the local indigenous peoples. Recognising the potential of utilising their labour in the sugar industry, a local committee petitioned the Queensland government to establish a reserve in the area. An area of 14000 acres between Sandy and Baker Creeks was proclaimed a reserve in 1876 and a local mill manager George Bridgman was appointed superintendent. One of the first Aboriginal reserves established in Queensland, it was closed after only several years³.

The indigenous population continued to decline in the latter part of the nineteenth century. Early this century most remaining Aboriginal people in the district were deported to government settlements such as Palm Island.

British and northern European peoples

When Queensland was proclaimed a colony in 1859 the pastoral frontier had rapidly moved northwards and westwards, making good accessible pastoral country increasingly scarce. In early 1860 a young Scotsman, John Mackay from the New England tablelands, led an expedition to find suitable grazing country in the north of the colony. Mackay and his party entered the Pioneer Valley in May 1860. Enclosed by the ranges to west and south and by the sea to the east, the extremely fertile river plain had escaped the attention of earlier travellers such as Leichardt, Kennedy

and Gregory on land, and Cook and Flinders who sailed along the coast.

Mackay immediately recognised the potential of the area and on his return to the south applied for pastoral runs in the area. Mackay returned to the region with 1200 cattle and established Greenmount station.

Mackay was quickly followed by other Europeans into the region. Some established pastoral properties and others came as shopkeepers, traders and labourers. Within a little more than a decade of Mackay's arrival, Europeans had become the dominant group in the region. The majority were from England, Ireland and Scotland but others also came from Germany and Scandinavia (as seen in the settlement around the Homebush area). The subsequent history of the region has been the economic and cultural domination by this group.

Melanesians

Melanesians played an integral role in the development of the sugar industry in the 19th century in the Mackay, not only in Mackay but throughout Queensland.

The first Melanesian indentured labourers came to Queensland to work on cotton plantations in early 1863. As the sugar industry was being established, one of the major problems was labour. To compete with other sugar producing colonies, black labour was seen as essential. Pacific Islanders appeared to fit the requirement of reliable and efficient workers and a thriving business in bringing Melanesian to Queensland sugar areas soon developed⁴.

The first Melanesians arrived in the Mackay district in 1867, a large number going to work at the Alexandra Plantation. Their numbers rapidly increased as the sugar industry was expanding. By 1875 an estimated 1700 were in the area, comprising 45 percent of the total population. Melanesian labour became a critical ingredient in the early success of the Mackay sugar industry. By the mid 1880s, more than 2600 Melanesians were working in the region. While still predominantly working in the cane fields, Melanesians were employed in a variety of other occupations.

The use of Melanesian labour in Queensland was surrounded by controversy almost from the outset. Allegations of kidnapping and exploitation of labour prompted various measures to control and regulate the use of labour in the colony. Continued complaints

1 Moore 1990: 61-4

2 Moore (1990): 77

3 Evans, 1971: 3-15

4 Moore 1985: 23-46

forced Queensland premier Samuel Griffith to announce in 1885 that the recruitment of Pacific Islanders to Queensland was to cease by 1890. Pressure from the sugar industry forced the decision to be reversed but this move also temporarily halted the gradual decline in the numbers in the district. While many workers returned home after a three year period, a minority remained. The use of Melanesian labour finally ceased in 1906. However, a number remained in the district, either finding employment as labourers or by farming when large holdings such as CSR's Homebush estate were subdivided into small farms from the mid 1890s¹.

As a result of the *Pacific Island Labourers Act* most Melanesians had been repatriated by 1908. Between 1500 and 2000 remained in Australia and within the Mackay region less than 350 remained by 1910. Racial attitudes of the dominant white population and a series of restrictive administrative and legislative measures limited the economic opportunities of the Melanesian community.

The *Leases to Aliens Act* of 1912 prevented Melanesians from growing sugar cane and in 1919 an industrial award effectively banned them from cane-cutting and field work. Despite these restrictions and the prevailing racial attitudes, the Melanesians survived on the fringe of the settlements but principally around Farleigh and Walkerston².

Maltese

The small Mediterranean island of Malta became a British colony in 1815. During the latter part of the 19th century intense pressures from overcrowding prompted Maltese to migrate elsewhere. The first attempts for an organised system of migration to Australia began in the 1880s. The willingness of Maltese to migrate coincided with the needs of the Queensland sugar industry in the early 1880s which needed an alternative labour force. Only a small number of Maltese eventually came to North Queensland³. Among the early Maltese workers in the Mackay region were the Busuttin brothers. They initially worked around in the Seaforth area before purchasing cane farms in the Proserpine district. In 1909 Joe Busuttin purchased St Bees Island off the Mackay coast where he established a substantial sheep property.

The next influx of Maltese commenced in 1912 when a group of men arrived in the district and soon became involved in the sugar industry. The success of these first migrants encouraged others to migrate to settle in the region. Restrictive immigration practices did not allow family migration until the 1920s.

With the easing of immigration requirements in 1920, families, rather than just single men, began to migrate to Australia. During the 1920s the Mackay region quickly became one of the main Maltese centres in Queensland and a pattern of chain migration was established as family members sponsored the migration of others.⁴

Within the region, Farleigh and Habana became the focus of Maltese settlement. Indeed by the late 1920s the Habana district had become known locally as 'Little Malta'. By the early 1930s, it was the third largest Maltese settlement outside of Sydney. Within a decade, a number of Maltese families had become well established cane farmers in the district. Others Maltese moved into business activities. Because the sugar industry was generally insulated from the 1930s depression, the Maltese in the region became among the most prosperous of their nationality in Australia⁵.

Today several thousand Maltese people live and farm in the Mackay district. The celebration of Maltese Day each May has become one of the principal festivals in the region each year.

Chinese

Chinese were initially attracted to the region as labourers in the sugar industry. They were welcomed by sugar growers because they were regarded as suitable workers for the tropics. The number of Chinese gradually increased to the extent that by the 1880s, more than 500 were recorded as residing in the district.⁶ As opportunities arose during the 1880s and 1890s, a number of Chinese took up leases and developed their own farms⁷. Within Mackay, Chinese congregated in an area which became known as Chinatown. It remained a well recognised part of the townscape until the 1930s. As restrictions were placed on the movement and employment opportunities of Chinese from the late 19th century, their numbers in the region gradually declined in the early decades of the century.

1 Moore 1985: 332f

2 Moore 1985: 332f

3 York 1990: 9-26

4 York 1990: 116,123

5 York 1990: 168f

6 Moore 1985: 181

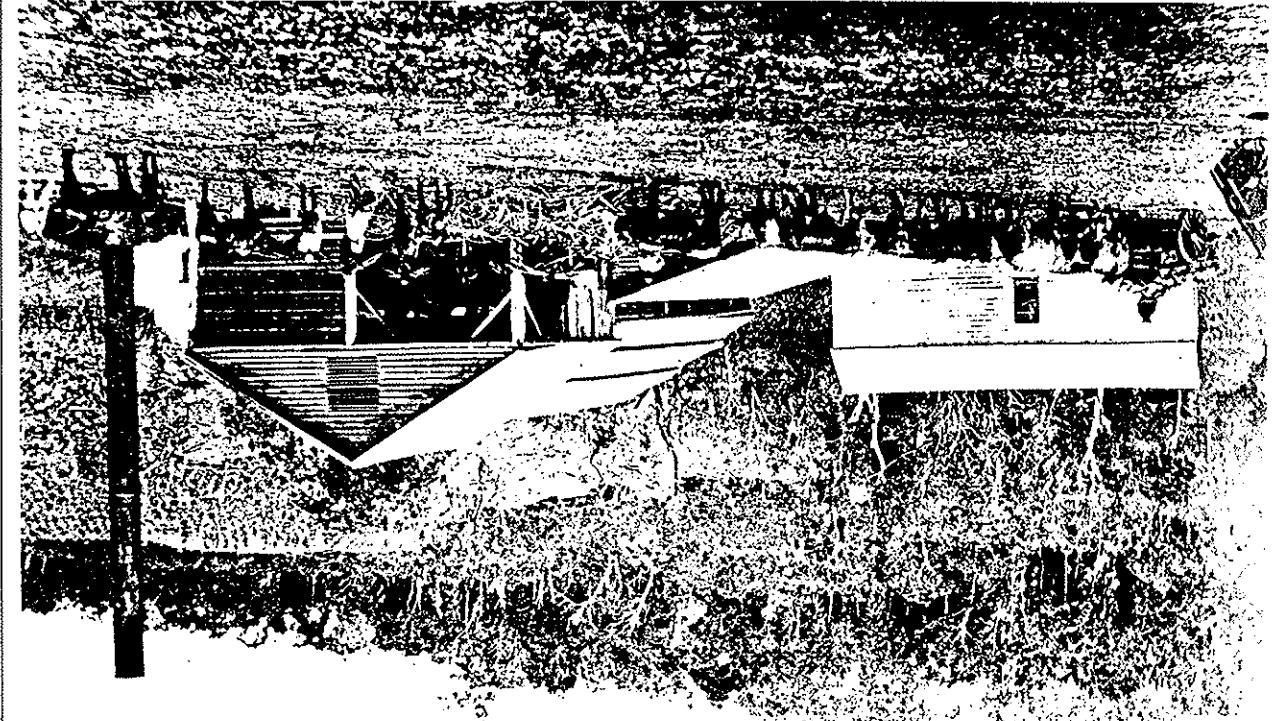
7 Munro 1895: 34

to survey the township of Mackay, selected a block which he called *Alexandra*, on the southern side of Pioneer River a few miles upstream from the settlement of Mackay. In 1867 a young Scotsman John Davidson recognised the potential of the sugar industry in the area, and acquired a half share in Fitzgerald's *Alexandra* plantation. Davidson provided the necessary capital to purchase a steam driven mill which began operating in 1868. In the first season the *Alexandra* mill produced 100 tons of sugar. In the following year the capacity of the mill was expanded, and the 1869 season output was 225 tons of sugar. The second steam powered mill was established at *Pleystowe*, to the west of *Alexandra*. The *Pleystowe* mill produced its first sugar in 1869. By the end of 1869 the potential of the Mackay region for sugar production was apparent. In less than four

potential of the region with its fertile soils, high rainfall, and accessibility by water was soon being exploited. The first cane was planted near the embryonic township of Mackay in 1865. Sugar soon became the dominant industry in the region, and remains so. When Henry Trill visited the Mackay district in 1886 as part of a tour of Queensland, he described the area as *the sugar emporium of Australia*. The region continues to be dominated by the sugar industry.

Establishing the industry (1865-1869)

The first persons to take advantage of the sugar and coffee regulations in the Mackay district were John Spiller and John Crees who selected blocks fronting the Pioneer River. The first crop of cane was grown on their *Pioneer* plantation in 1865. Shortly afterwards Thomas Fitzgerald, who had come to the district



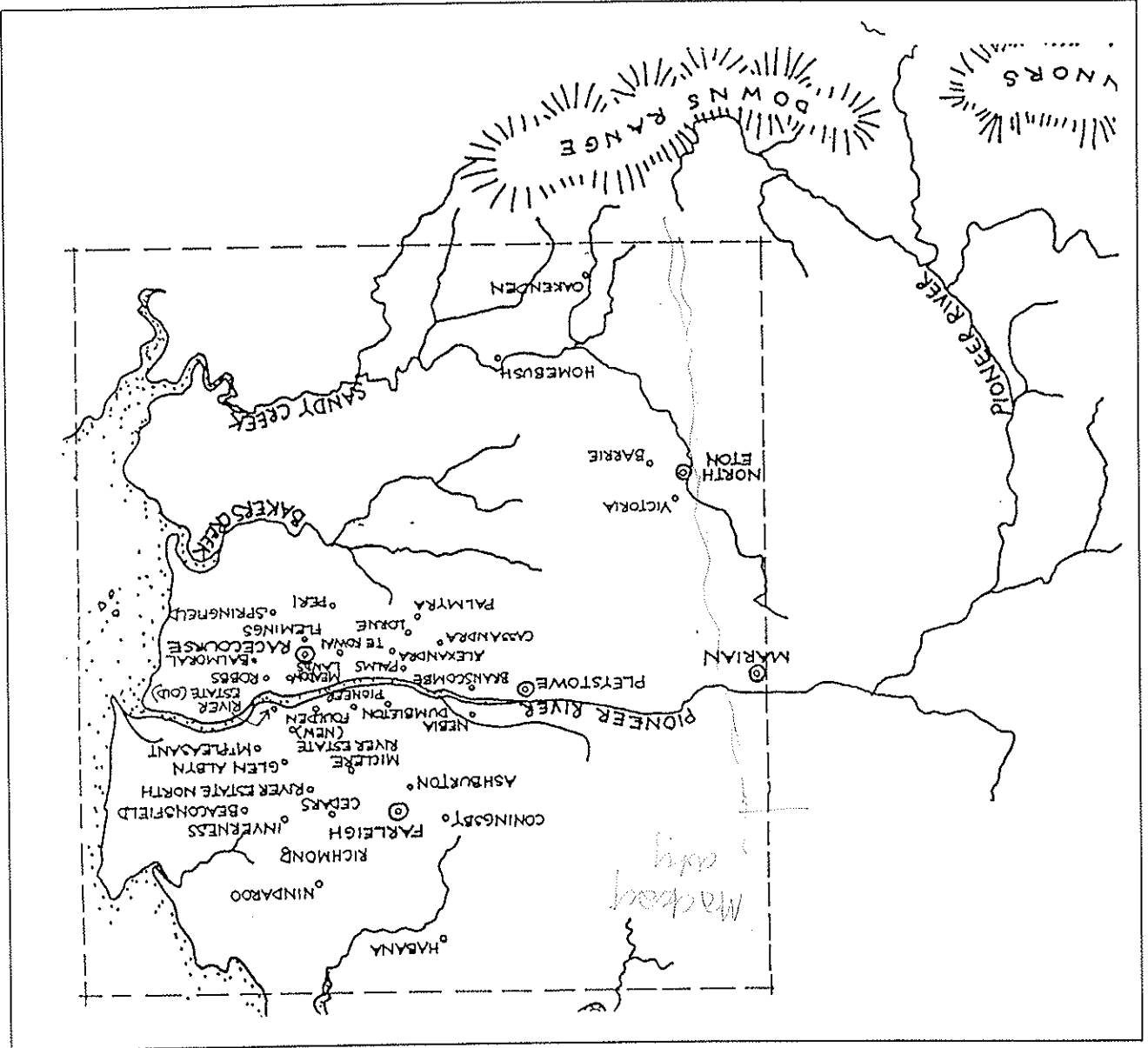
5 Mclere Mill, 1876. This mill was one of a number of small plantation mills established in the region in the 1870s [John Oxley Library].

3 The sugar industry

England rose from 50 lbs per capita to 90 lbs per capita in 1900. The *Sugar and Coffee Regulations* of 1864 allowed persons or companies to select blocks between 2 and 10 acres in size anywhere in the colony outside of towns and cities. For the first three years, the rent was one shilling per acre. Provided the lessee had cultivated at least 5 percent of the land with coffee or sugar cane, the lessee could purchase the land at any time for £1 per acre. These regulations were the catalyst for the beginning of the sugar industry in the Mackay region. The

When Captain Louis Hope began successfully growing sugar cane in the early 1860s at Ormiston, the Queensland government was prompted to encourage the growing of sugar cane in the colony. Sugar offered great potential for the new colony as a sound and profitable industry. In the second half of the nineteenth century, consumption of sugar dramatically increased in capital countries. This period saw the transformation of sugar from a luxury item to a virtual necessity. Between 1850 and 1900 consumption in

The sugar emporium of Australia



4 Sugar mills in the Mackay region 1880s

years it had become the premier sugar region in the colony. Remarkably, the two mills were responsible for one quarter of the colony's output, while the remainder had been produced by 26 other mills.

The rise of the plantations (1870-1880)

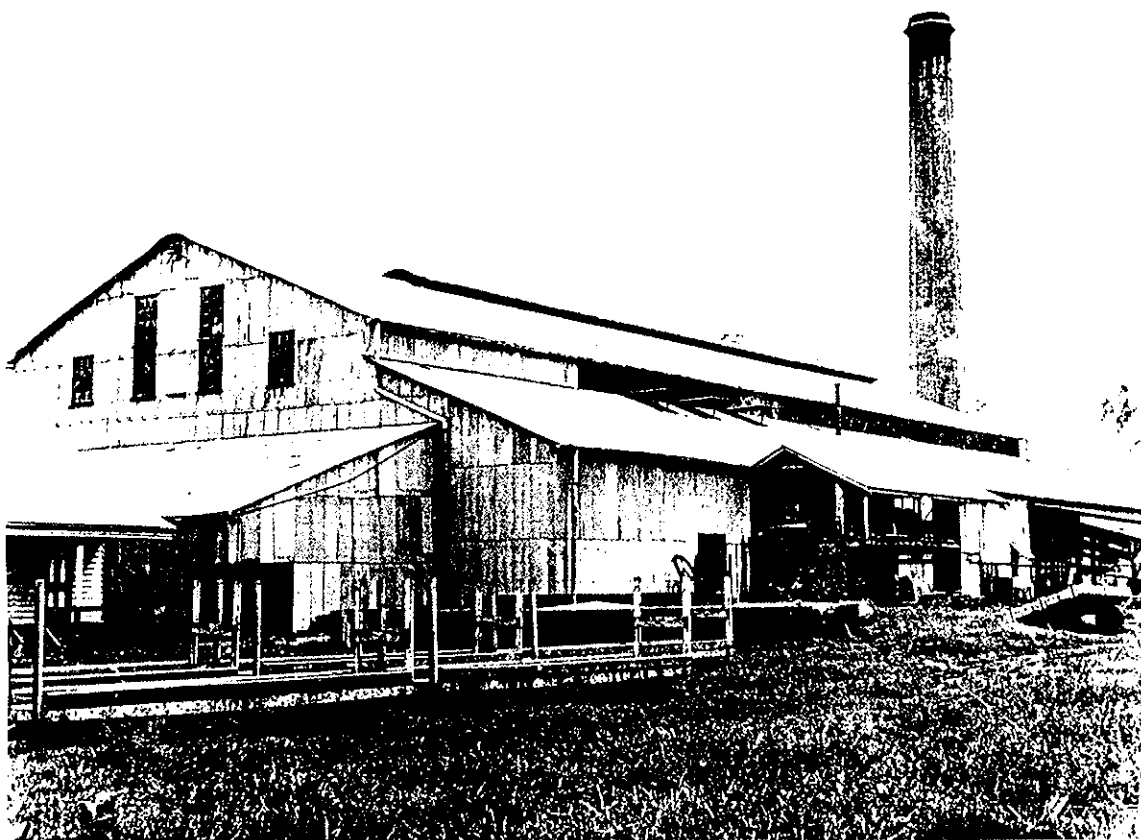
The initial success of the Alexandra and Pleystowe plantations prompted the establishment in rapid succession of no less than fifteen plantations in the region. The lure of quick returns coupled with high sugar prices meant capital was readily available for those wishing to establish a mill.

Although John Spiller and John Crees were the first to successfully grow cane in the area, they lacked the necessary capital to acquire a proper mill, being forced to use a primitive horse powered mill. It was not until 1870 that the *Pioneer* plantation erected a steam powered mill. Other plantations established in the 1870s

included Cassada, Meadowlands, Branscombe, Barrie, Lome, Miclere, Foulden, Te Kowai and Richmond. Most of these mills were located within a 10 mile radius of Mackay.

From a mere twenty acres of cane under cultivation in 1865, by 1875 4,844 acres were being cultivated. The remarkable growth in the sugar industry however, was abruptly halted in the 1875 season. An outbreak of rust had first appeared in the southern districts in the early 1870s and spread to the Mackay region in 1875. It hit the plantations with vengeance - production was halved in the 1875 season. The sudden decline in its fortunes forced the local industry to reconsider some of its practices and strive for greater efficiency, and investigate a new breed of plants.

Although the plantations dominated production during this period, cane was also cultivated by 'yeoman' farmers on small acreages. While some relied on their



6 Homebush Mill, 1890s. The Homebush mill was established in 1883 by the Colonial Sugar Refining Company [John Oxley Library].

own simple crushing equipment, most of these small scale operators sent their cane to nearby plantation mills for crushing.

The boom era of the plantations (1881-1884)

Once the problems with rust were solved, and greater efficiencies in the milling process and transportation were instigated, the foundations were laid for an unprecedented boom in the local industry. The early 1880s witnessed the establishment of twelve new mills in the region. These new mills prompted a further expansion in the amount of land cultivated for cane and significantly boosted the region's annual output. By 1885 almost 20,000 acres were under cultivation. In the early 1880s sugar became the glamour industry in the financial markets. It was the industry in which to invest, overshadowing pastoral industry. Of the £6 million invested in the Queensland sugar industry in 1884, a third went to the Mackay region. The availability of finance encouraged the construction of mills with a much greater capacity than their predecessors. Farleigh Mill, constructed in 1883, had an output of 800 tons in its first season. Another large mill was constructed at Palms which had a 2000 ton capacity. It was built by the Melbourne-Mackay Sugar Co and was the combination of local knowledge and skills with southern capital.

The largest venture, overshadowing all other enterprises, was the Colonial Sugar Refinery's plantation at Homebush. CSR was founded in 1855 and with astute and prudent management soon became a dominant player in the Australian sugar industry. Initially confined to refining with a refinery at Pymount in Sydney, the company branched into growing and milling. The company's entry into the Mackay region was an acknowledgment of the region's suitability and viability for sugar production. CSR made a major investment of more than £250 000 in purchasing land, constructing a mill and laying an extensive network of tramways. The company purchased 16 000 acres of land in the Homebush district, of which 10,000 acres were planted with cane. In 1883 a 5000 ton mill began operation. The Homebush mill had 40 times the capacity of the Alexandra mill erected less than 15 years previously, and symbolised the remarkable gains that had occurred in the industry (see Section 3).

The rise of the central mills (1885-1925)

The boom period for the plantation mills was short-lived. From 1885 onwards various circumstances combined to slow the expansion of the industry as well as introducing structural changes.

Firstly, an oversupply of sugar along with the rapid development of beet sugar in Europe, created a slump in sugar prices. The industry was also confronted with problems with labour. The local plantations had relied

heavily on Melanesian indentured labour, but the Griffith government which had come to power in 1883 was determined to end the use of such labour. The *Pacific Islanders Act of 1885* proposed phasing out this form of labour by 1890. Also impacting on the industry was the policy of the Griffith government to promote small scale agriculture rather than large enterprises. The buoyant economy of the early 1880s enabled Griffith to fund initiatives by farmers.

These circumstances laid the basis for the establishment of central mills and signalled a major structural change in the growing and milling of sugar in the region. The period 1885-1925 saw the gradual decline of the privately owned plantation mills and the rise of the central mills being supplied by farmers working blocks of between 50 and 100 acres.

While the large plantations dominated the industry in the infancy of the local industry, some cane was grown by farmers on small blocks. These farmers relied on the plantation mills to crush their cane. Several attempts were made to form a company to establish a public or cooperative mill but failed for various reasons. It was only in the mid 1880s that circumstances were more favourable for the establishment of central mills. A group of farmers took advantage of the Griffith government's offer of financial assistance and set up the North Eton Central Sugar Mill Company. The company opened a mill at North Eton in 1888, and another local owned central mill was opened at Racecourse in the same year.

The establishment of the North Eton and Racecourse mills was not only a significant event in the region, but the beginning of the central mill system in Queensland as farmers in other parts of the colony began forming their own central mill companies.

The opening of these mills had a direct impact on the future of surrounding plantation mills. Because of the greater efficiency of the new central mills, it became more profitable for some of the older plantations to send their cane to the new central mills. These mills employed double crushing which resulted in better yields. North Eton forced the gradual closure of nearby plantation-owned mills such as Victoria, Barrie and Marian.

The development of central mills was further enhanced by the *Sugar Works Guarantee Act of 1893*. This Act extended the scope of government support to farmers desiring to establish central mills. The greater availability of government financial backing encouraged the formation of new central mill companies in the region.

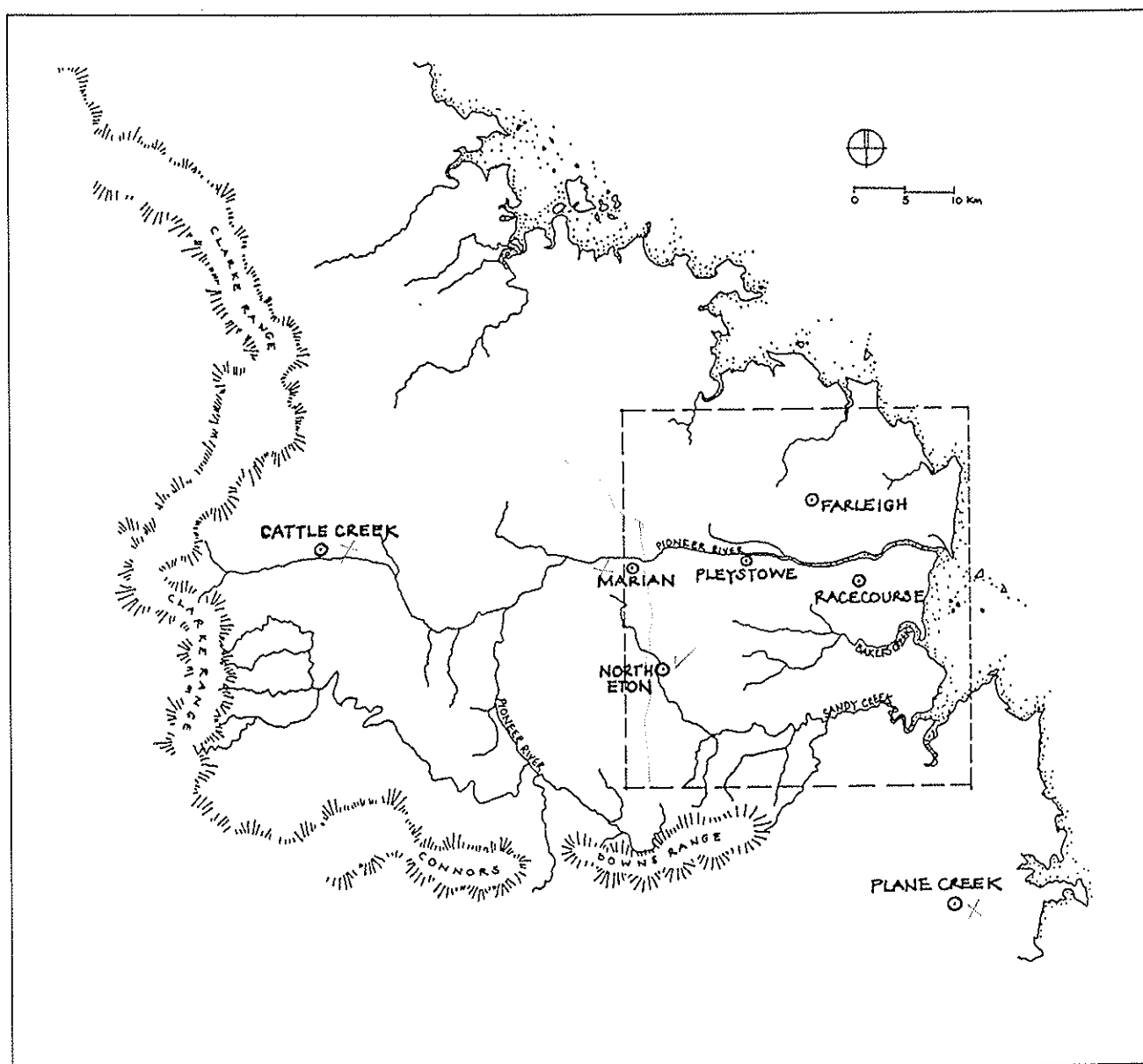
In 1894 a group of farmers in the southern part of the region formed the Plane Creek Central Mill Company and two years later a mill was erected and began operations in the 1896 season. The township of Sarina grew up around the mill.

Another group of farmers to take advantage of the government finance formed the Pleystowe Central Mill Company and purchased the Pleystowe mill after the company which had been operating it went into voluntary liquidation in 1894. The Marian Central Mill Company was also formed to take over an existing mill. The Marian mill had been constructed in 1883 but was almost totally rebuilt when reopened in the 1895 season.

The extension of the railway line to Finch Hatton in 1904 opened up extensive areas of land for sugar. The new farms proved an immediate success and their produce was the impetus for the construction of a new mill in the area. A company was formed and in 1906 the Cattle Creek mill began crushing. The mill was

built in part from redundant equipment from mills that had recently been closed.

The Griffith government's commitment to ending the use of Melanesian labour forced a major re-examination of how the plantations operated. From the outset, the plantations had relied substantially on Melanesian labour. The tightening controls on the use of labour was an incentive for the plantations to subdivide and let part of their land. In 1891 one quarter of the cane milled at Habana was supplied by farmers on land rented from the company. Homebush began subdividing land in 1891 and allowing farmers to buy the land. As well, the several central mill companies had a policy of buying land and selling or renting to farmers.



7 Sugar mills in the Mackay region 1920s

Apart from the competition from the central mills, the plantation mills faced other problems. During the late 1890s a number of the northside mills had poor crushing seasons. The depletion of the soils in the area resulted in poor returns to the extent that in 1900 Farleigh and Nindaroo ceased crushing, and Habana in the following year. Farleigh, however, was re-opened in 1904 and became the sole mill operating north of the Pioneer River. It continued to experience difficulties and in 1926, after a threat of closure, became a cooperative mill.

One of the closing chapters in the plantation system came with the closure of the Homebush mill in 1921. After reviewing its milling operations in north Queensland, CSR decided to close the Homebush mill as its other northern mills had proved to be more profitable. The company had also experienced difficulties in obtaining good supplies of cane for the Homebush mill.

The last plantation mill to close was Palms in 1924. By the mid 1920s the structure of the industry had been transformed, both at the growing and milling stage. Instead of cane being grown on large plantations, it was now grown by farmers on small blocks. The thirty plantation mills that were operating in the mid 1880s had been replaced by just seven central mills.

The cooperative mills (1925-1980s)

After the major changes that had occurred in the preceding four decades, the following period was characterised by stability. The seven central mills that were left operating after the closure of Palms in the 1920s, were still operating in the early 1980s.

By the late 1920s all mills in the district, with the exception of Pleystowe, were cooperatively owned by the growers. Instead of the mills being owned by some growers and outside shareholders, the mills were owned exclusively by the growers supplying the mills. Although the same mills were in operation in the early 1980s as in the 1920s, they were the continually being refurbished and refitted as a result of changes in milling technology. Because of the continuing upgrading of equipment, little fabric of the earlier mills survive.

There were other changes to the industry. Better varieties of crops were introduced (i.e. rust resistant), and there were improvements in milling technology, transportation (rail and shipping), and harvesting. Undoubtedly one of the major changes was the introduction of mechanical harvesting in the 1960s.

The cane cutters who had played such a prominent role in the industry since its inception, were gradually phased out during this period and farmers gradually acquired harvesters.

Regulation and control brought stability to the industry, a distinctive feature being the absence of the 'big players'. A few individuals did not dominate the industry as in wool, cattle, cotton or wheat.

The structure of the industry that emerged by the 1920s had implications for the economic development of the region. Because the industry was dominated by the small family farm and the cooperatively owned mills, the profits from the growing and milling largely remained in the region. This situation differed from the beef or wool producing regions in Queensland where the profits frequently went south or overseas.

Recent developments

The pressures of falling prices and the need to be more competitive on the world market, has forced a number of changes to the local industry. In 1987 the six cooperative associations amalgamated to form Mackay Sugar. This new body embarked on a rationalisation program and closed two mills, North Eton mill in 1988 and Cattle Creek 1990. Yet another major change has been the decision to build a refinery adjacent to the Racecourse mill. When completed it will be the first new major refinery built in Australia this century and the first outside a capital city¹.

Sugar research

As the premier sugar producing region in Australia, Mackay has also been the focus for sugar research in the country. In 1888 a state nursery was established on the outskirts of Mackay near the lagoons. Initially concerned with the distribution of a variety of seeds including wheat, maize, sorghum, grapes, the nursery later concentrated on growing and distributing the varieties of sugar cane.

In 1900 the state nursery was converted into a sugar experimental station. This station was instrumental in developing new plant crops and educating farmers about new methods and improved farming techniques.

In 1949 the Sugar Research Institute was formed by the milling associations in Queensland to conduct research into sugar milling technology. The institute acquired property on the outskirts of Mackay, building its present headquarters in 1953. It continues to be the

1 The CSR Yarraville, Vic. refinery was partly rebuilt c1900-10 (see Vines, 'Western Region Industrial Heritage Study', 1989)

focus of milling research and development in Australia.

Ancillary industries

The sugar industry supported various ancillary industries including foundries, machinery works and brick works. By the 1880s two large foundries were operating in Mackay, manufacturing, supplying and repairing milling equipment. They also manufactured implements and other machinery used by growers.

Bricks were an essential item in sugar mills, used in chimneys and boilers. The bricks used in the early mills were either imported to the region or hand made. The first brick works was established in the Walkerton area during the 1880s. A substantial brickworks was established at Pindi Pindi north of Calen in the 1930s (see Section 3)¹.

Workers in the industry

The growing and milling of sugar was, until recently, a highly labour intensive industry. The development of the industry was only possible with large workforce. As mentioned, Melanesians comprised a large part of the workforce in the region in the 19th century. With their removal from the industry in the early 1900s, 'white' labour became the norm.

The emergence of a totally white labour force coincided with the emergence of unions and association of sugar workers. In 1910 the Australian Workers Association (later Australian Workers Union) became the principal union for sugar workers. Following unsuccessful attempts to obtain better conditions and wages, a major strike of workers in Queensland was called in 1911. In the Mackay region, a large strike camp with 400 men was formed at Balnagowan, and another at Homebush². The strike strengthened the role of the AWU as the main representative body of sugar workers, not only in the Mackay region, but throughout the state.

1 National Trust report 1991

2 Bolton 1963: 111 (the site of the strike camp was reputedly across the creek from the mill)

4 Other industries

Despite the dominance and success of the sugar industry other industries have contributed to the development of the region. The second most important industry has been cattle and in the northern parts of the region it is a major activity. Dairying, timber and fishing have been undertaken on a moderate scale, while mining has been less successful. The potential of the region for tourism was recognised early in the 20th century and since the 1930s has gradually developed into a major industry.

Cattle

The cattle industry began with John Mackay entry into the district in 1862 when he established Greenmount station. Other pastoralists followed Mackay and within a short time approximately half the district had been taken up by pastoral runs. At the end of the decade pastoral runs occupied almost all of the region with the exception of some small areas that were set aside for agriculture and townships.

The dominance of cattle in the region was short-lived. Sugar soon became the principal activity, the plantations gradually taking over the pastoral runs. By the turn of the century, pastoralism had receded to the less fertile and hilly areas of the region.

Cattle production has remained nevertheless as a substantial industry, particularly in the northern section of the region between Calen and Bloomsbury.

Mining

Copper, gold and coal have been found in modest quantities. Copper was discovered at Pinevale, ten kilometres south of Mia Mia in 1888 and worked intermittently until the 1940s. Gold was discovered at several locations during the 1880s, prompting minor rushes - Alligator Creek, Grass Tree Mountain to the south of Mackay and Eungella, eighty kilometres to the west of Mackay. The success of these fields was short-lived. The Grasstree field closed only a few years and the Eungella mines ceased operation in the early 1900s¹.

Dairying

Like beef, dairying was taken up in areas less suited for cane. The first serious attempt at dairying were undertaken around Habana in the 1890s where a small dairy factory was built. During difficulties in the sugar industry in the 1890s a number of farmers turned to

dairying as an alternative. This move prompted the Mackay Meat and Dairy Company to open a dairy factory in 1901 on the outskirts of Mackay but the industry failed to expand as farmers returned to cane. The factory was closed in 1911.

Dairying as a viable industry was revived in the 1920s. Parts of the Eungella Range proved to be well suited for dairying and Crediton became the focus of a dairying community. The extension of the railway line north and south of Mackay was the catalyst for other areas to take up dairying. In 1928 the Mackay District Cooperative Butter Association was formed. A factory opened in Mackay in March 1930 and by the mid 1930s was serviced by 280 farms. The area serviced by the factory extended to Crediton in the west, to Bloomsbury in the north and south to Carnilla. The Association later became part of the Port Curtis Cooperative Dairying Association Limited².

Timber

Although the extensive rainforest of the Eungella ranges had been regarded as a potentially rich source of timber soon after Europeans occupied the region, the problems of access prevented any systematic exploitation of the area. The extension of the Pioneer valley railway to Finch Hatton and Netherdale prompted the first serious attempts at timber getting in the ranges. The construction of a road to Eungella in the 1920s made the industry more viable and by the 1930s a substantial timber industry was in operation. The development of the industry was also encouraged by the growing shortage of rainforest timbers in southern forests, particular native cedar. A substantial trade developed in cedar logs to the Queensland Railway workshops for use in carriages³.

Tourism

Although the tourist industry only developed in a substantial manner following World War 2, the potential of tourism in the region was recognised well before this period. In 1913 Queensland Railways published a brochure on *Tours in the Mackay district* in which the natural beauty of the region was highlighted. In particular, the virtues of the Eungella ranges were extolled. Remarkably, this publication was produced even though the district could be not reached by rail, but only by ship.

1 Kerr 1980: 103-105

2 Mulheim, 1946: 68

3 Highan, 1984: 27

The completion of the north coast line in 1924, linking Mackay to the rest of the state, was the catalyst for developing the region's tourist potential. As well, the advent of air travel in the 1920s and the construction of an aerodrome in 1931 encouraged greater efforts to promote the area for tourism. The tourist industry developed around three principal areas; the mainland beaches, the Great Barrier Reef islands, and the Eungella ranges. The mainland beaches including Eimeo, Slade Point and Seaforth became popular holiday destinations, principally for local residents. Resorts were established on several of the Whitsunday islands including Brampton and Lindeman islands¹. The outstanding views and vegetation of the Eungella ranges rivalled the Whitsunday islands.

In 1932 a special committee was created, consisting of the departments of Lands, Forestry & Agriculture representatives and the director of the Mackay Butter Factory, to investigate the settlement, forestry and scenic potential of the Eungella area². They resolved that an area of 'primeval' jungle should be reserved. The value and importance of the area prompted the gazettal in 1941 of the Eungella National Park. A chalet was also built in the 1930s at Eungella, using the unique setting as a lure for recuperating invalids as well as tourists.

1 Kerr 1980: 223-4

2 Queensland Local Government & Conservation (1964): 19

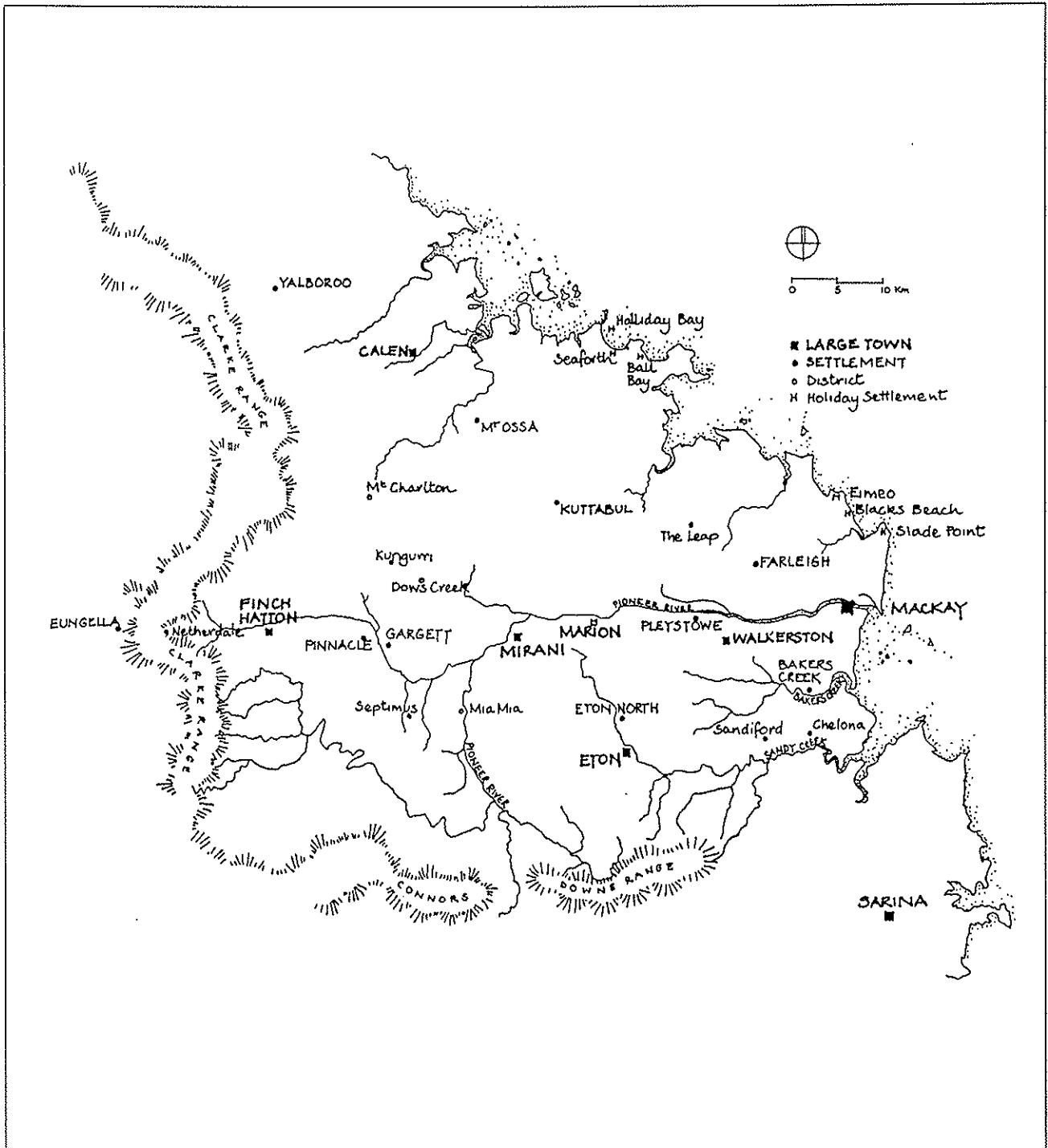
5 Settlements and dwellings

Mackay - a sugaropolis

As pastoralists moved into the Pioneer Valley in the early 1860s, a small settlement was established on the southern banks of the Pioneer River approximately five kilometres upstream. Called Mackay after John Mackay who had led the first European expedition into the area, it was declared a port of entry in October 1863

and a sub-collector of customs was appointed to the settlement. A township (then named Alexandra) was surveyed in early 1863 and later in the year the first allotments were offered for sale at Bowen.

Mackay steadily developed as the pastoral properties were established in the region. The growth of the



8 Mackay region, indicating principal centres, towns, settlements and localities.

town was also boosted by the construction of a trafficable path from Peak Downs 200 kilometres to the south west, where copper had been discovered in 1861. This route helped to channel the trade and business not only from mining activity in the area but also of the pastoralists in the Nebo and Clermont areas. The introduction of sugar growing in 1865 also stimulated the growth of the town. By the late 1860s, Mackay had the appearance of a small but substantial settlement with a newspaper, banks, churches, and hotels. The development of the town was such that by 1869 local residents were able to successfully petition for Mackay to be declared a municipality, enabling them to take responsibility for local affairs. The rapid expansion of the sugar industry in the 1870s and early 1880s was a major stimulus to the development of the town. When John Mackay returned to the district in 1883 he remarked:

I saw on a plot, familiar to me as an area fringed with mangrove swamp, an embryo city, with well-formed streets and stately buildings, while

the background was studded with handsome villas, overlooking well-tilled fields of sugar cane as far as the eye could see.

By the 1880s Mackay had discarded its image as a frontier settlement. It boasted a range of amenities and services including five churches, a school of arts, masonic lodges, musical societies, a fire brigade, hospital, schools, and sporting clubs. Two buildings that symbolised the town's stature and maturity were the imposing court house erected by 1886, and the post office erected soon afterwards.

After three decades of rapid growth, Mackay entered a period of more modest growth. Commercial and residential development continued at a steady pace throughout the 1890s and in the first decades of the 20th century. The most significant event in the town's development during this period was a cyclone which occurred in 1918. Although the town had experienced cyclones previously (i.e., 1898), none matched the intensity of the cyclone which hit on 21 January 1918. It was one of the severest cyclones to cross the Queens-



9 Mackay Court House, in 1902. This building was erected by 1886 as a Court House replacing a smaller timber building. When a new court house was built in 1938, this building was converted into a police station [John Oxley Library].



10 *Aftermath of cyclone 1918, Mackay [John Oxley Library].*

land coast and caused significant damage to the town as well as surrounding area. The extent of destruction was exacerbated by major flooding which followed soon after. Thirty persons lost their lives and an estimated £1m damage to property. Numerous buildings were totally destroyed and few escaped with only minor damage¹. The rebuilding of the town was a lengthy process that lasted well into the 1920s. It coincided with a period of major expansion.

Major expansion: the 1920s and 1930s

The 1920s and 1930s was a period of unprecedented growth for Mackay. This growth was stimulated by several factors.

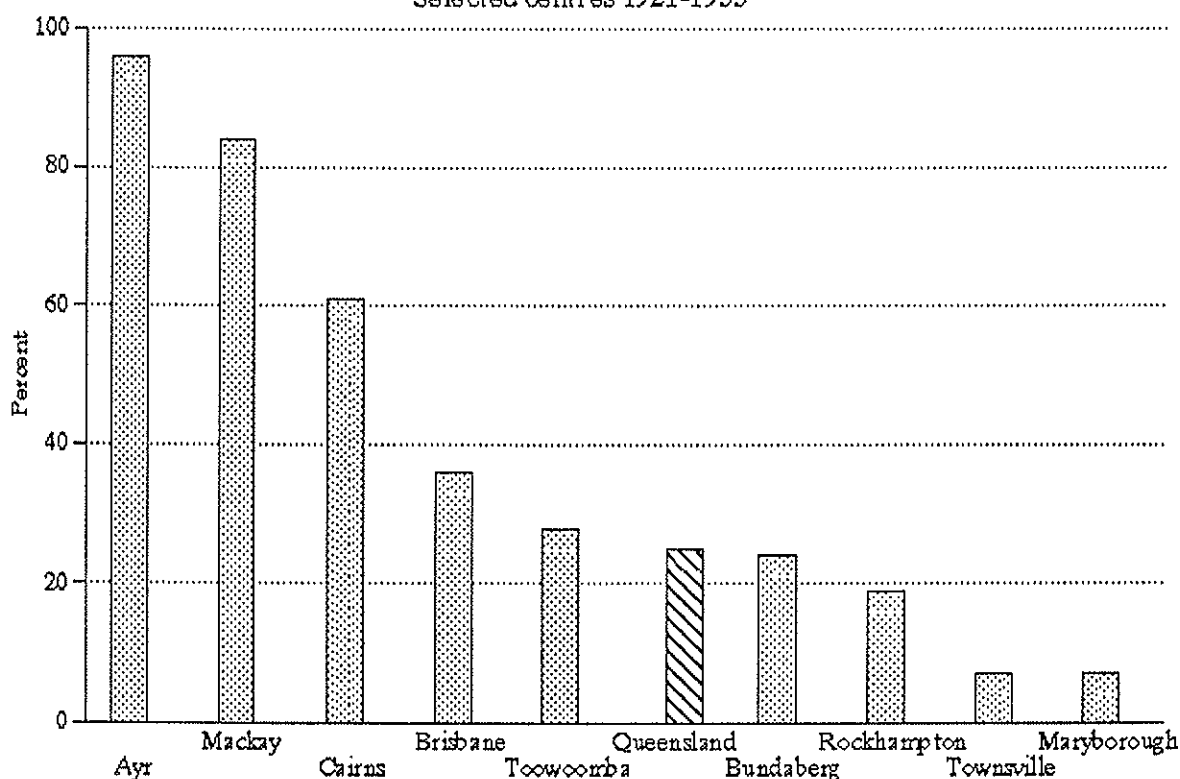
Undoubtedly, a major reason for Mackay's growth was the continuing growth and expansion in the sugar industry during the 1920s and 1930s. By the 1920s

the central mill system was firmly established and with a guaranteed price the industry experienced a steady increase in output and profits. The development of the cooperative mill system was particularly important in shaping and strengthening the regional economy. Because the mills were now owned by growers rather than outside interests as in the case of a number of the plantation mills, the profits began to remain within the region rather than be channelled elsewhere. Thus the profits from both the growing and milling of cane remained substantially within the region and is one of the principal reasons for the ongoing prosperity of the city and region.

The completion of the north coast rail line in 1924 also stimulated Mackay's development. Prior to this the sea had been the only major outlet for produce. Being linked to the rest of the state by rail consolidated

1 Bath 1957: 17-29

Population growth Selected centres 1921-1933



11 Population growth - selected centres, Queensland, 1921-33

Mackay as a regional centre. The construction of the deep water port also consolidated and enhanced Mackay as a regional centre. So too did the creation and upgrading of the airport in the 1930s, underscoring the region's tourist potential.

During the 1920s and 1930s Mackay was transformed. Within the centre of the city major changes occurred with the construction of banks, shops, offices, public buildings, picture theatres, churches, schools, industrial buildings, and hotels. The transformation of the city was not limited to new buildings and structures. Important landscaping works were undertaken including major improvements to Queens Park and the development of Jubilee Park. The landscaping of several of the main streets including Victoria, Sydney and Wood Streets, was undertaken in the 1930s as part of an unemployment relief scheme.

Residential development was not less significant. The population of Mackay almost doubled between 1920 and 1940 from 6 700 to 12 000. The residential areas of the city were extended south, west and also on the north of the river.

Most of the houses erected in this period were typical of domestic buildings constructed elsewhere in the state: timber-framed, high set on timber stumps, weatherboard cladding, and with gable and hipped corrugated galvanised iron roofs. Stylistically, many Mackay houses were similar to those dwellings designed for the Queensland Workers Dwellings Corporation in the 1920s and 1930s.

Other improvements in the city during the 1920s and 1930s included the provision of electricity and sewerage. A power station was constructed for the Mackay City Council in Tennyson Street and began generating in 1924. The demand for electricity was such that within fifteen years the Council found it necessary to build a new power station at West Mackay. The increase in generating capacity from 180 kw to 2000 kw reflected the extent of growth in the city.¹

Health services also expanded significantly during the 1920s and 30s. A major building program was undertaken at the Mackay District Hospital including new wards (1923 and 1929), maternity ward (1926), children's ward (1931) and kitchen (1936). In 1935 the

1 Williams, 1983: 15).

Mater Misericordiae Hospital was opened, complementing the three private hospitals already in existence.

By the early 1930s the rapid growth of Mackay itself prompted the need to plan for future development. The Mackay City Council commissioned the preparation of a town plan. As no provision existed in the *Local Government Act* for a local authority to implement a town plan, special legislation was necessary. When implemented, Mackay was the first city or town in Queensland to adopt a town plan. The *City of Mackay and Other Town Planning Schemes Approval Act of 1934* was a landmark in the history of town planning in Queensland.

Between 1921 and 1933, Mackay grew more rapidly than any other urban centre in Queensland, with the exception of Ayr (see Fig. 11). Its rate of growth was well above that of Queensland, as was that of other sugar towns and cities in North Queensland. Mackay was clearly a product of the interwar years.

Towns, settlements and districts

Although Mackay had been the dominant urban centre in the region, a significant portion of the population lived in other towns and settlements. These places have played an important role in the development of the region. They can be classified into five major groups:

- * Sarina, a secondary centre
- * small townships (200-1000)
- * settlements (<200)
- * localities
- * holiday settlements

✕ Sarina - secondary centre

Thirty-five kilometres south of Mackay is the township of Sarina (see Fig. 8). It was established following the construction of the Plane Creek sugar mill in 1896. The mill serviced the southern part of region and became one of the larger mills in the region. Sarina quickly developed as a township and by the 1930s had become the second largest centre in the region with more than 1700 residents. It has continued as a secondary centre within the Mackay area¹.

Small townships

Within the region is a group of towns that have had a population of between 200 and 1000 persons for a substantial part of their history and have also been recognised as important centres. They include:

- ✓ * Eton and Walkerston which initially developed as a result of the Mackay-Nebo road;
- * Mirani and Calen which owed their establishment to the rail network; and
- ✓ * Marian and Finch Hatton which developed around sugar mills.

Walkerston ✓

Situated seven kilometres west of Mackay, Walkerston developed as a stopping point on the road from Mackay to Nebo. A school was opened in 1874 and by the mid 1870s the town also had a hotel and a general store. The construction of the Pioneer Valley railway boosted Walkerston's development and by the late 1880s it contained several shops, a blacksmith, police station, three hotels and three churches. After a steady growth in 1880s and 1890s, Walkerston's population stabilised. By 1911 Walkerston had 530 residents, but experienced little growth in the subsequent four decades. Since the 1950s, the town has steadily grown and now has a population in excess of 1300.

Eton ✓

Eton, like Walkerston, was established as a stopping point on the Mackay - Nebo road. The first hotel was opened in 1864 and its potential as a township was quickly recognised and a township surveyed and the first land sales were conducted in 1865. Eton's early promise however failed to materialise and it remained principally as a small settlement dependent on the trade of the travelling public until the 1880s. The extension of the railway line in 1886 boosted the town's economy and by the 1900s Eton had more than 500 residents.

Marian ✕

One of the mills erected during the 1880s boom was at Marian, in 1883. A small settlement grew up around the mill but faltered when the mill was forced to close in 1892. The formation of the Marian Central Mill Company and the reopening of the mill in 1905 rejuvenated the town. The town steadily grew as the mill became one of the major mills in the region. By 1920 with more than 600 residents, Marian had become well established within the Mackay district.

Finch Hatton ✕

The township of Finch Hatton initially developed in the mid 1900s as the terminus of the Pioneer Valley line. The opening of the Cattle Creek mill in 1906 was

1 Sarina is outside this study area



12 Queensland National Bank, Mackay. This building was erected in 1922 and reflected the growing prosperity of the region in that era [John Oxley Library].

a further impetus to the town. As a railway and mill town, Finch Hatton quickly developed as the main centre of the Pioneer Valley hinterland. By the 1920s Finch Hatton had become the largest township in the region apart from Mackay and Sarina.

Mirani ✕

Initially known as Hamilton (after the pastoral lease), Mirani was established as the terminus of the Pioneer Railway line in 1886. With the extension of the railway line further west in the early 1900s, Mirani could well become simply a small settlement. However, the formation of the Mirani Shire Council in 1913 and the decision to base its offices in Mirani, ensure the long term viability of the town.

Calen ✓

Calen, situated 60 kilometres north-west of Mackay, was established later than most other towns and settle-

ments in the region. It was, like Mirani, a railway town. With the completion of the line between Proserpine and Mackay in December 1923, Calen became one of the main stations on this section of the line. It became a centre for the northern part of the region and by the 1930s was a small but thriving township with more than 300 residents.

Settlements

Throughout the region are smaller centres with between 50 and 200 residents. They are well defined settlements with at least 20 dwellings and possess at least a school, church or churches, shops, CWA and other community halls, sporting facilities and frequently a hotel. When the principal form of local transport was limited to non-mechanical means, these settlements were the focus of community life for the immediate district. However, with the advent of the motor vehicle and greater mobility, the importance and function of these settlements has gradually de-

clined, and in turn the range of services and amenities within each place has also diminished.

The settlements within this category include: Pinnacle, Gargett and Drapers which were established as a result of the Pioneer Valley railway line; Mt Ossa, Yalbaroo and Kuttatubul which developed as railway settlements on the north coast line; Pleystowe and Farleigh which grew up around two of the major mills in the region; and Habana which was originally the location of a mill.

Localities

Throughout the region are localities for which evidence is limited to one or two buildings. Frequently, a school, or former school, and perhaps a church, a hall, sporting field or store that reveals the existence of a local community. Examples of localities include Dow's Creek, Mia Mia, Septimus, Oakeniden, and Sandiford. ✓

Holiday settlements

Well before the turn of the century, residents of the Mackay region were taking advantage of local beaches for recreation. At Eimeo, 20 kilometres north of Mackay, a hotel was in operation by 1887 and by 1913 Eimeo was 'regarded as the favourite seaside resort for residents of Mackay'¹. However, while access to beach locations was difficult, development at Eimeo and other beaches was limited. For example, it took the Cook family some 2 hours to motor to Eimeo from Greenmount, near Walkerston². As private motor vehicle ownership grew and residents had easier access to beach locations, several holiday settlements developed along the Mackay coast. As well as Eimeo, Seaforth, Bucasia and Slade Point became well known holiday destinations by the 1930s.



13 Wood Street, Mackay 1930s. The landscaping in the centre of the street, and also in some of the other streets in the centre of Mackay was undertaken as part of an unemployment relief program in the 1930s and aimed at attracting tourism [John Oxley Library].

- 1 Queensland Railways, 1913: 13
- 2 Clark (1992): 81

6 Social and cultural life

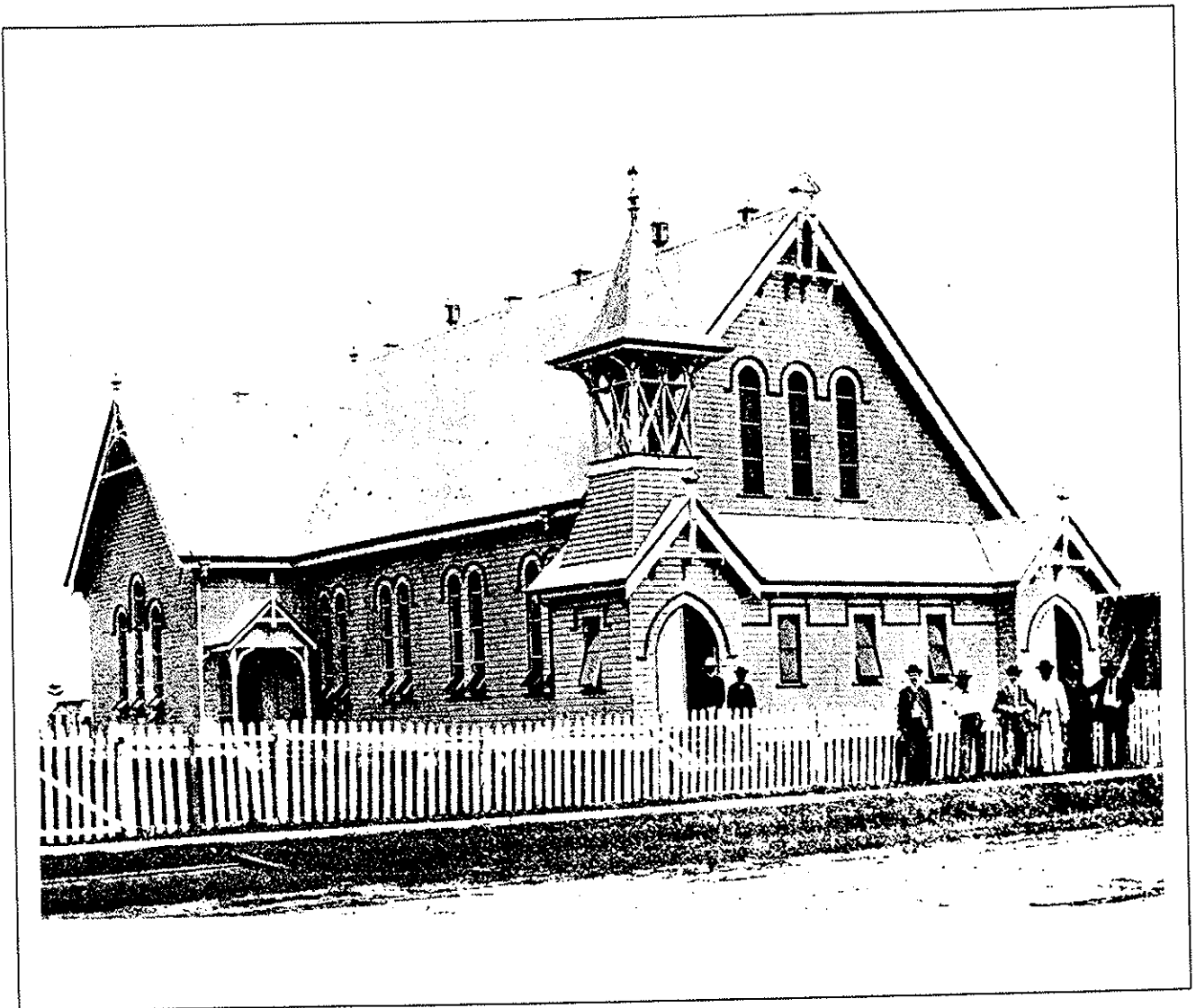
The development of cultural and social life within the region followed the pattern of Queensland generally. The types of sports played, religious denominations established, associations and clubs that were formed, educational facilities developed were characteristic of other parts of the state.

Religion

The Roman Catholic church was the first denomination to conduct regular services in the district. The church acquired property on the banks of the Pioneer River and erected the small timber church in 1866. A priest was appointed to the district in 1869 and several

years after a convent was built and a religious order arrived to assist in the work of the church. A new church was erected in 1874 which in turn was replaced by a new structure in 1901. Churches were also erected in other parts of the region including Walkerton, Eton, Marian, Mirani, Habana and Finch Hatton. By the 1930s the Catholic community had become the largest denominational group in the region¹.

Church of England residents formed themselves into a congregation in 1867. The congregation erected a small stone church in 1871 but this was replaced by a larger building in 1879. Congregations were gradu-



14 St Paul's Presbyterian Church, Mackay, 1898 [John Oxley Library]

1 Mackay Catholic Club, 1940: 25



15 Holy Trinity Anglican Church and Hall Mackay. The Church was built in 1925 replacing a timber building which had been destroyed in the 1918 cyclone, and the hall was erected in 1937 [John Oxley Library].

ally established in other centres including Walkerston, Eton and Homebush¹.

The Presbyterian Church was the third major denomination in the region, reflecting the significant number of residents of Scottish descent. Regular services began in 1871 and a church was erected in 1874. The congregation steadily expanded and in 1897 a new church was erected. Congregations were also formed in other centres including Walkerston, Eton, Homebush, Plane Creek and Farleigh.

Two other denominations, established in the early period of the district's development, were the Primitive Methodist and Lutheran. A Primitive Methodist congregation was formed in 1880 and after meeting in a hall for several years, a church was erected in 1884. As with the other denominations, the Methodists gradually established congregations in other centres in

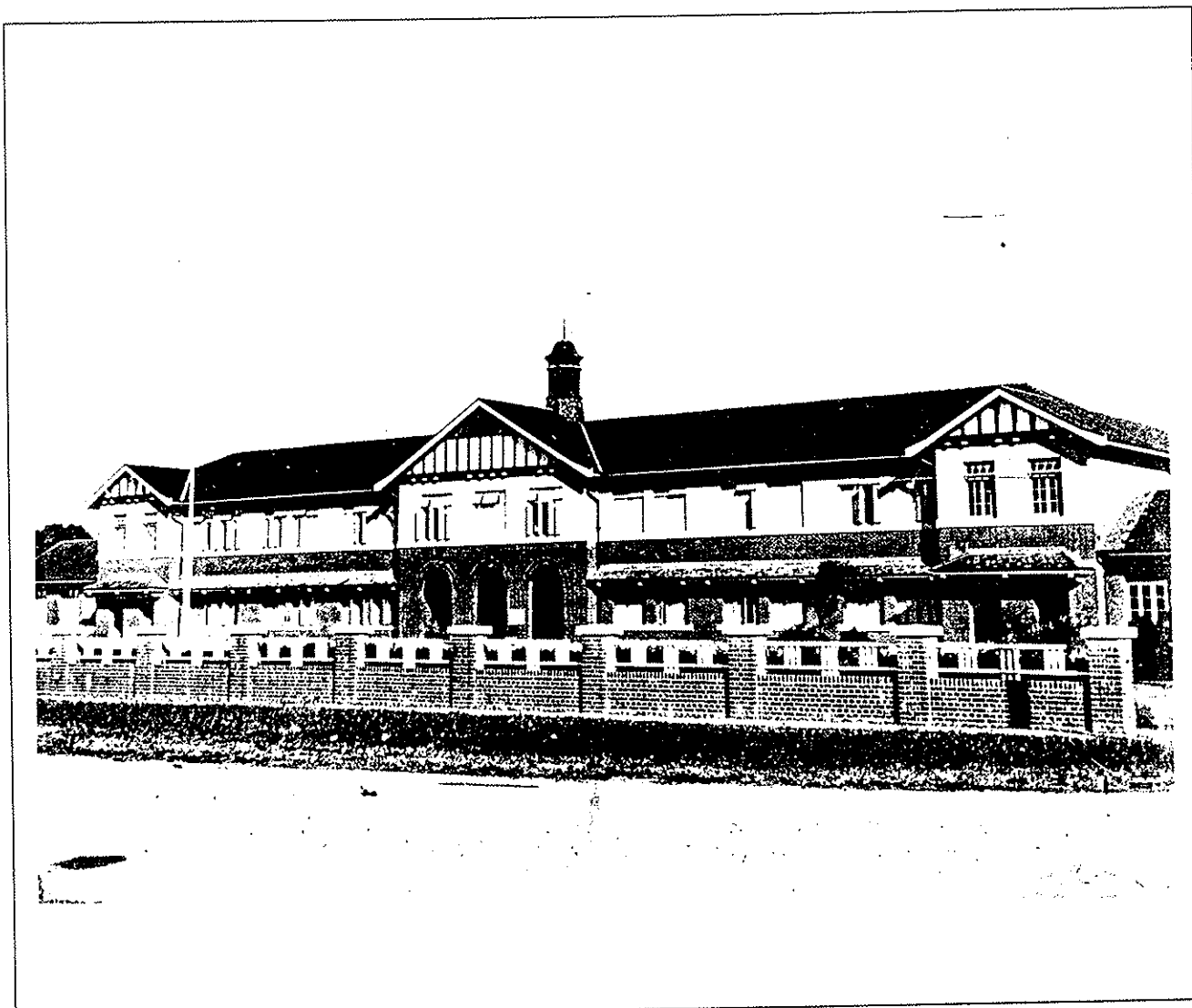
the region. The first Lutheran services were held in 1878 and a church erected the following year.

Education

In the early years of Mackay's development, the only educational opportunity available was at a private academy. Following representations to the government, a state school was opened in 1871. Four years later a state school was opened in Walkerston. Following the *Education Act of 1875* which embodied the principles of free, compulsory secular education for all children under 12 years, the number of schools in the region steadily increased. During the 1880s schools were established at Eton (1883), Coninsby (1884), Marian (1886), Hampdon (1887) and Homebush (1889). In Mackay separate schools for boys and girls were opened in 1885. Another seven schools

1

Williams, 1967: 6



16 Mackay Intermediate School, 1932. This school was one of the few purpose built intermediate schools in Queensland [John Oxley Library]

were opened in the 1890s at Eungella (1891), Mirani (1892), Chelona (1893), Dow's Creek (1895), Eton North (1895), Alligator Creek (1896) and Sarina (1897). The ongoing development of the region resulted in another twenty schools being opened between 1904 and 1939.

Only limited educational opportunities were available beyond the primary level until 1912. A private high school was established in 1885 and remained the only avenue for secondary education until a combined state high school/technical college was opened in 1912. A Christian Brothers College was established in 1929. For adults, education was restricted to the services offered by the schools of arts. A school of arts committee was established in Mackay in 1874 and a building constructed five years later. It contained a reading room and library. Outside Mackay schools of arts were established at several of the larger sugar mills including Homebush.

Festivals

While carnivals, church fairs, school fetes, musical events and street parades have all been part of the community life of the region, the most enduring and important festival has been the annual show. Following the formation in 1878 of the Mackay Agricultural, Pastoral and Mining Association, the district's first show was held at the grounds of the racecourse. Shows were conducted annually for the next ten years until problems in the sugar industry resulted in the demise of the Association and the annual show.

The show was revived in 1898 under the guidance of the a group which eventually began known as the Mackay and District Agricultural, Pastoral and Industrial Association. An area of land close to the centre of Mackay was reserved for a showgrounds. The society gradually developed the grounds with a grandstand, sheds and buildings as the annual show became

increasingly popular and by the 1920s was a well established event in the region¹.

Sport and recreation

Horse racing was one of the first organised sporting activities in the district. A reserve for a racecourse on the southern outskirts of the town was gazetted in 1866 and the Mackay Turf Club was established in that year². Apart from horse racing, two of the most popular sports in the 19th century were football and cricket. Other sports that became popular included lawn bowls and golf.

1 Mackay API Association 1979: 7-21

2 Kerr 1980: 25

7 Transport

Shipping

Soon after the first cattle entrepreneurs arrived in the district, wharves were established in sheltered waters on the southern banks of the Pioneer River less than two kilometres from its mouth. It was around these wharves that the town of Mackay developed. Mackay was declared a port of entry in February 1863 and a sub collector of customs appointed. A customs house was erected in 1865 on the corner of Sydney and River streets. This building was replaced by the present customs house in 1902¹.

From the outset, shipping facilities at Mackay were less than adequate. Shifting sandbanks, silting of the

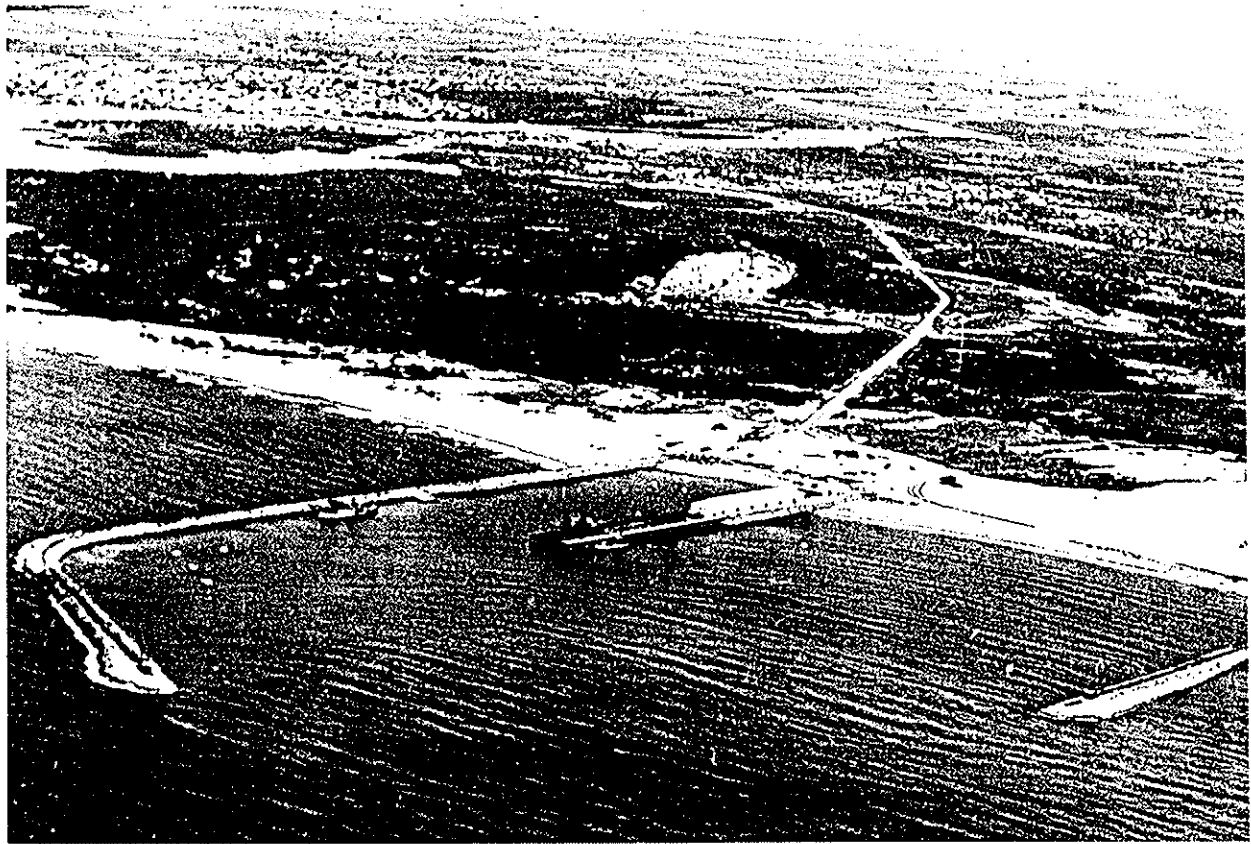
river (a problem which grew as a result of agricultural and pastoral development in the catchment area), and an unreliable flow (either floods or droughts) combined to create constant problems for the port of Mackay. Nevertheless the port was pivotal in the development of the local sugar industry and with no viable alternative it experienced steady growth in the latter part of the nineteenth century².

To overcome the problem of larger vessels being unable to enter the river, a jetty was constructed on Flat Top Island immediately off the coast. Cargo was transferred to and from the town wharves by lighters. Lighterage, and the resulting labour-intensive han-



17 Flat Top lighthouse built 1878 to mark the river entrance for shipping [John Oxley Library]

1 Roderick 1985: 28
2 Moore 1978: 4



18 Mackay Harbour 1940s [John Oxley Library]

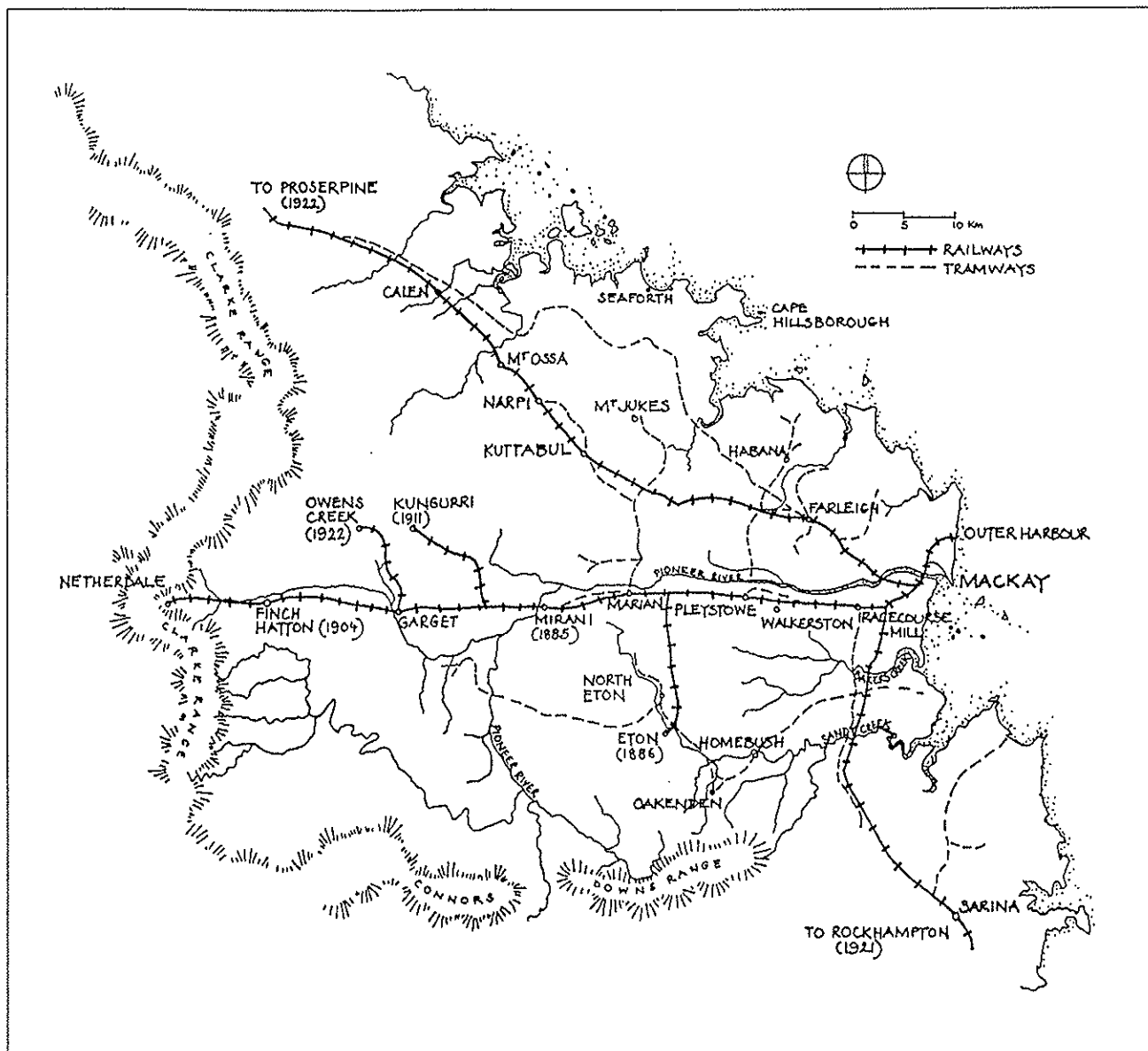
dling of goods, became the standard practice until a new harbour was built.

The need for better port facilities prompted various schemes to improve access. The river was frequently dredged and training walls constructed near the mouth of the river. These attempts were only temporary and superficial solutions, being quickly undone whenever the river flooded. As early as 1884 the idea of building a new port elsewhere was being suggested. One proposal involved the construction of a viaduct to Flat Top Island. Another suggestion was to construct a new port at Port Newry, 30 km to the north. The issue of a new harbour was constantly debated within the region and in 1911 the Queensland Government estab-

lished a board of inquiry to evaluate the most appropriate scheme. The cost of the various schemes remained the stumbling block. By the 1920s, however, as the sugar industry continued to expand the need for a new harbour became a necessity¹.

Finally in the early 1930s the Mackay Harbour Board was able to raise finance for a new deepwater port. Located five kilometres north east of Mackay, it was a major engineering project that involved the quarrying of a substantial part of nearby Mount Bassett to construct two breakwaters totalling 2.4 km in length. Construction began in November 1934 and over the following five years, the project faced considerable delays and controversy. When the outer harbour was

1 Moore 1978: 14



19 Railway and tramlines in the Mackay region

finally completed in August 1939 for a cost of £1.6m, the port of the Mackay was transformed from one of the poorest in the state to being the deepest and most accessible. At the opening, the port was likened to Cinderella 'which was for so many years the Ugly Sister of all Queensland ports, now, wears the golden slipper of success...'¹

Since 1939 improvements to the harbour have included extensions to the southern breakwater, additional wharves, a molasses terminal and a small boat harbour. The most significant improvement has been the bulk sugar facilities which were completed in 1957 and subsequently enlarged.²

Railways

In the development of railways throughout Australia in the nineteenth century, Queensland developed a distinctive rail system. Not only did it adopt a different gauge, it also developed separate and fragmented lines which focused on linking regional centres to ports, rather than an integrated and centralised network. The Pioneer Valley line was but one example of a separate regional system.

Agitation for a local rail network began in the late 1870s. The principal advocates for the line were independent cane growers who were forced to send their cane to the nearest plantation mill to be crushed. A government run rail network was a means of overcom-

1 Mulheim 1946: 25

2 Moore 1978: 16

ing that dependence and allowing growers to choose which mill crushed their cane. Approval for the Pioneer Valley line was granted by the Parliament in October 1882 and construction began in late 1883. The first stage from Mackay to Mirani (initially called Hamilton) was opened in August 1885. A branch line, commencing at Newbury junction ran south towards Eton, the only other settlement of note in the district apart from Mackay and Walkerston. This line stopped one kilometre short of the town to avoid bridging Sandy Creek. At the terminus a rival settlement called Drapers emerged. Eton residents complained bitterly about this decision and in 1886 the line was extended into Eton¹.

Throughout the 1890s the government received requests for the Pioneer Valley line to be extended to open up more land for cane, particularly the extensive area of good land that lay between Mirani and the Eungella Ranges. A short extension of the line was made over the Pioneer River at Mirani in 1897 to give growers access to rail transport. Approval for a major extension of the line was granted by the Parliament in late 1900. Construction began in the following year and the next stage of the line to Pinnacle was completed in 1902. Immediately this stage was completed, the government was lobbied to extend the line further. The government, however, had other priorities and as a result the Pioneer Shire decided to construct the next stage to Finch Hatton as well as a branch line from Pinnacle along MacGregor's Creek. The Finch Hatton line was opened in September 1904. The extension of the line was a catalyst for the opening of yet more land for cane and the construction of the Cattle Creek mill at Finch Hatton in 1906. In 1910 the government took responsibility for the Pinnacle Finch Hatton section. In the following year the line was extended yet again. One extension went westwards to Netherdale, and the other was a spur line from Benholme to Kungurri. Both extensions opened up more land for cane². Another spur was built from Gargett to Owens Creek in 1922³.

The second major rail development in the region and the State was the construction of the main coastal line. The development of regional networks had given Queensland an extremely fragmented rail network and to solve this problem, work on the coast line commenced in the 1880s. Brisbane was connected to Bundaberg by 1888 but it was another fifteen years before the line reached Rockhampton. The Pioneer Valley, Great Northern line to Winton, and the Cairns

Railway were still separate. The *North Coast Railway Act of 1910* was the beginning of a campaign to link the Cairns, Townsville, Bowen and Mackay and their isolated rail networks to the rest of the state's system. Work on this new line began simultaneously in several places.

Construction southwards from Mackay commenced in 1912 and the line to Sarina was opened in July 1913. The link to Rockhampton was eventually completed in 1921, giving Mackay direct rail access to Brisbane. Construction northwards from Mackay began in 1917 linking with a line south from Proserpine in 1923. In the same year the Mackay and Townsville link was opened.

As it did elsewhere in Queensland and Australia, the railways played a critical role in the development of the Mackay region. The construction of both the major lines in the region had a major impact on the pattern of settlement. The Pioneer Valley line was the catalyst for the establishment of Mirani, Pinnacle, Gargett, Drapers, Netherdale and Finch Hatton. Mirani (1885) as the terminus and then later Finch Hatton (1904) became important secondary centres in the region. Existing centres of Walkerston, Eton and Marian were boosted by being on the network. The township of Calen was established as a result of building the main north coast line, as were the smaller centres of Mount Ossa and Kuttatubul.

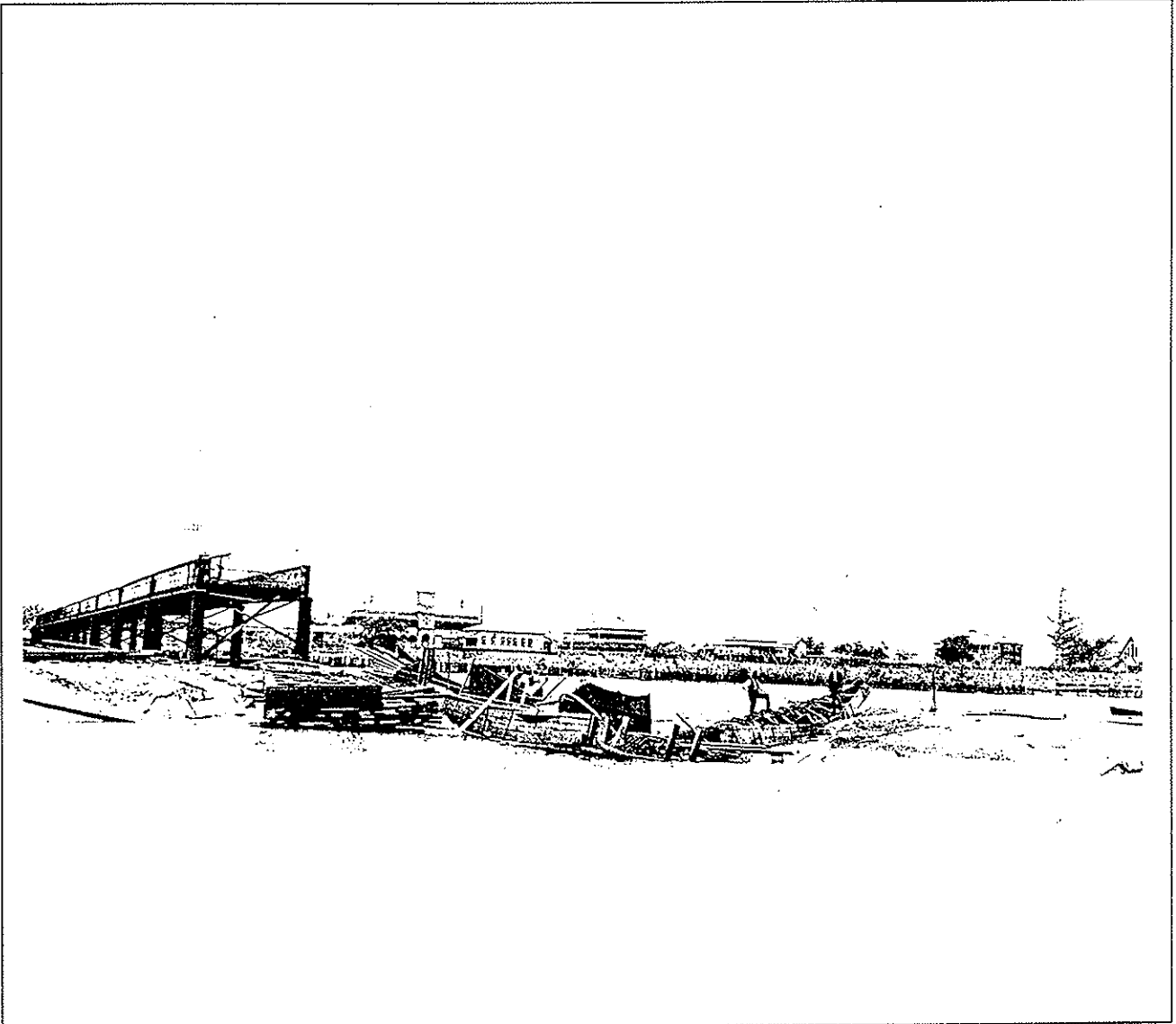
The rail network was instrumental in the expansion of the sugar industry. The Pioneer Valley line significantly increased the amount of land that could be economically cultivated for cane. But more than just opening up the land, the line was the critical factor in the development of the central mill system. It freed small growers from their dependence on the plantation mills, giving them the option of sending their cane to a mill of their choice. It is arguable that without the rail network the central mill system may not have eventuated.

Other industries in the region also developed and expanded as a result of the rail network. Dairying in the region began in a small scale in the 1890s but the lack of an efficient means of transport prevented any substantial development of the industry. Being able to send cream to the butter factory quickly was the key to establishing a dairy farm. The construction of the main north coast line prompted the establishment of dairying around Calen and nearby centres. The timber industry, particularly in the Eungella ranges, was also assisted by the rail network.

1 Kerr 1992: 50

2 National Trust 1990

3 Kerr 1992: 225



20 Sydney Street bridge across the Pioneer River was badly damaged in the 1920 floods [John Oxley Library]

The gradual dominance of motor vehicles following World War 2, led to the decline in the use and importance of the rail network. The Eton branch was closed in 1958 due to a lack of patronage. More recently the section of the Pioneer Valley line from Mirani to Finch Hatton was closed in 1992.

Tramways

Tramways played a vital role in the development of the sugar industry. The first tramway was installed by John Spiller on the Pioneer Estate in 1880 and soon after he constructed a tramway on his River Estate¹. The obvious advantages of using tramways for carting cane, compared with horse drawn transport, soon

prompted other plantation owners to install their own tramways. When the CSR company established a mill at Homebush, it invested heavily in a substantial tramway system.

The central mills which were developed from the 1880s all constructed tramways to service their growers. By 1900 an extensive network of tram lines had been laid throughout the region and tramways became an essential component of the sugar industry.

Roads

Although the rail network played a critical role in the development of the region, the development of roads also shaped the region's growth. Indeed, the first

1 Kerr 1980: 70

major road in the region had a significant influence on the early development of Mackay.

Mackay was established initially as a port to serve the cattle industry in the Pioneer Valley. However, it soon developed as the port of entry for an extended area. In 1861 gold was discovered at Copperfield and the settlement and port of Saint Lawrence was established to serve the goldfields. However, the lack of a good road from Saint Lawrence to Copperfield prompted the development of an alternative route to Mackay. Although crossing the Connors Ranges presented some difficulty, for most of the route a trafficable path was easily constructed. By the mid 1860s the road from Copperfield and Nebo to Mackay had become a well established route. Hotels sprang up along the route and the township of Eton developed as one of the more important stopping points. The road bolstered Mackay's development as a port.

The development of roads was for the most part not unduly difficult within the coastal plains of the region. Creek and river crossings however did present problems and major bridge construction over waterways is a feature of the history of many settlements. The Pioneer River presented ongoing problems, particularly at Mackay due to its width and propensity for flooding. The first major structure across the Pioneer at Mackay was built in 1886. It was replaced by a concrete bridge, opened by the Queensland Premier and local member, W Forgan Smith, in 1938¹.

Air

Air transport came to Mackay in the 1930s and aided in the expansion of the fledgling tourist industry, particularly with the involvement of Ian Wood and Reginald Ansett. Tour operator and local councillor, Ian Wood, was the main driving force in seeking an airport at Mackay in the late 1920s. He had launched Mackay Tours which took motor tours through the Pioneer Valley to the Eungella area and when New England Airways started regular flights into Mackay, Wood took flight bookings at his news agency². Island developments such as Brampton and Lindeman, benefited from the air service, allowing Mackay to be the entry port for this lucrative market. Ansett took direct flights from Melbourne into Hamilton Island from the mid 1930s, developing this mode of travel and the region's potential for distant markets. Ansett took regular flights to Mackay from 1954.

The airport also served a war time role when Mackay was a rest and relaxation destination for American servicemen³.

1 Kerr 1980: 190
2 *Daily Mercury* 23.8.1990
3 Clark (1992): 83

Bibliography

- Bath, A. T. (1957), 'The Mackay cyclone of 21 January 1918' *Australian Meteorological Magazine*, 19 December, 46-59.
- Bolton, G. (1963), *A Thousand Miles Away: a history of North Queensland to 1920*, Australian National University Press, Canberra.
- Clark, B (1992), *A House Well Filled*, Mackay Historical Society
- Evans, R.L. (1971), 'Queensland's first Aboriginal reserve, Part 1: the promise of reform,' *Queensland Heritage* 2(4): 26-38.
- Evans, R.L. (1971), 'Queensland's first Aboriginal reserve, Part 1: the failure of reform,' *Queensland Heritage* 2(5): 3-15.
- Gross & Jackes (1992) *Remnant Vegetation in the Mackay Region*, An A-NPWS "Save the Bush" report. Botany Department, James Cook University of North Queensland, Townsville 4811
- Gourlay, M.R. & Hacker, J.L.F. (1986), *Pioneer River estuary sedimentation studies*, Department of Civil Engineering, University of Queensland, St. Lucia.
- Higham, B. (1984), *Through the mists: 75th Jubilee of Finch Hatton State School*.
- Kerr, J. (1980), *Pioneer Pageant: a history of the Pioneer Shire*, Pioneer Shire Council, Mackay.
- Kerr, J. (1992), *Triumph of Narrow Gauge: a history of Queensland Railways*, Booralong Publications, Spring Hill.
- Mackay and District Agricultural, Pastoral and Industrial (API) Association (1979), *Mackay and district centenary annual show: an historical record of Mackay's shows*. Mackay.
- Mackay Catholic Club. (1940), *Silver jubilee souvenir*.
- Manning, K. W. (1983), *In their own hands: a north Queensland sugar story*. Farleigh. Farleigh Co-op Sugar Mill Association, Mackay.
- Mintz, S. (1985), *Sweetness and Power: the place of sugar in modern history*, Viking, New York.
- Moore, C. (1985), *Kanaka, a history of Melanesian Mackay*, Institute of Papua New Guinea Studies, Port Moresby.
- Moore, C. (1990), 'Blackgin's Leap,' *Aboriginal History*, 14:61-79.
- Mulherin, J.M. (1946), *The Mackay - Blair Athol Illustrated Record*, Mackay Printing and Publishing Co, Mackay.
- National Trust of Queensland. (1990), Pioneer Valley Railway, Citation MIR/4.
- National Trust of Queensland. (1991), Pindi Pindi Brickworks citation POI/??.
- Queensland Local Government & Conservation. (1964) *The National Parks of Queensland Australia*
- Queensland Railways. (1913), *Tours in the Mackay District*, Queensland Railways, Brisbane.
- Roderick, D. (1985), *Mackay Customs House: historical survey and management plan*.
- Williams, J.H. (1967), *Anglican Parish of Holy Trinity Mackay: centenary 1867-1967*.
- Williams, R. (1983), *An Electric Beginning: a history of electricity supply in the Mackay region 1924-1983*, Mackay Electricity Board, Mackay.
- York, B. (1990), *Empire and Race: the Maltese in Australia 1881-1949*, New South Wales University Press, Sydney.