J Non Indigenous Cultural Heritage

Desktop Non-Indigenous Cultural Heritage Report – (Phase One)
Alpha Coal Project, Alpha to Bowen Rail Corridor 10087C/2010

converge
heritage + community

Converge Heritage + Community undertook this cultural heritage assessment and prepared this report.

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1.0 Introduction

1.1 Project Initiation and Background

The Alpha Coal Project is a well known thermal coal deposit within the Galilee Basin, Queensland, Australia. The deposit has massive resources of thermal coal in the premium location of the Basin. Described as the jewel in the crown of the Galilee, the Alpha Coal Project will be a 30 million tonne per annum (Mtpa) open-cut coal mine, with the potential for the future development of significant underground reserves.

The Project will also include construction of a mine to port railway to transport coal from the mine to a suitable port. The export terminal for the railway will be located at Abbot Point, located approximately 5km north-west of Bowen. The railway will be approximately 500km long. An EIS for the railway is also currently underway, in which an historical cultural heritage assessment is required. This Technical Report addresses the mine to port railway (or simply 'rail corridor').

1.2 Site Location

The Study Area for the Alpha Coal Project mine to port railway extends from the northeast corner of the Alpha Hancock Coal Project near Alpha, in Central Queensland, to Abbot Point, north of Bowen.

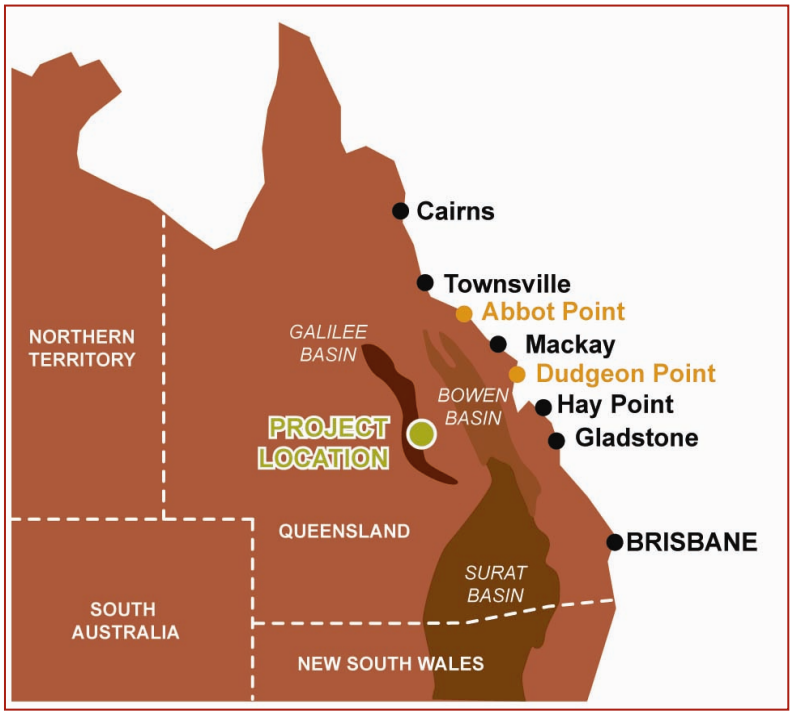


***Figure 1**: The Alpha Coal Project location (Hancock Coal P/L 2009).*

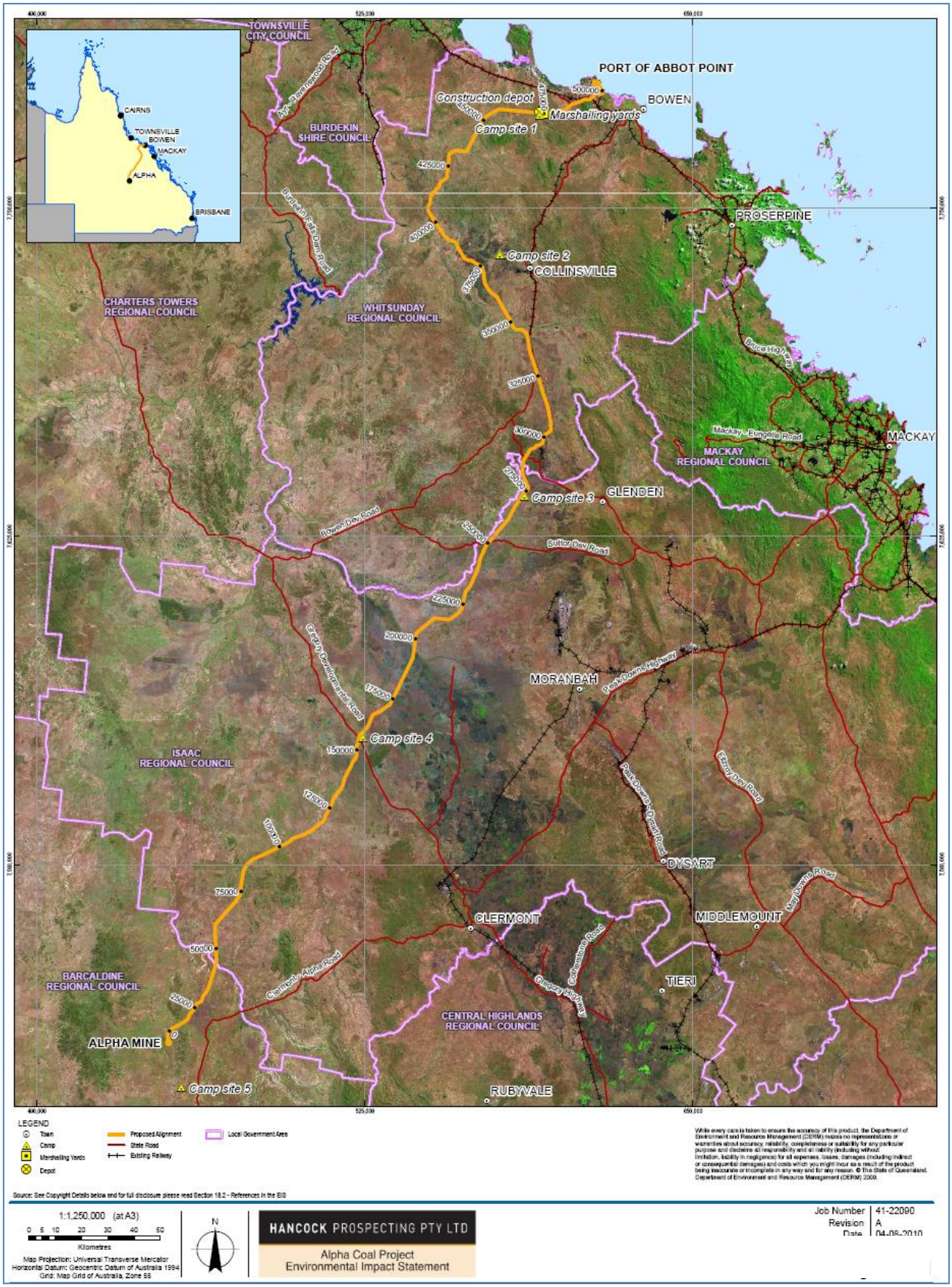


Figure 2: *The EIS Study Area, shown by the orange line (Hancock Coal P/L 2010).*

1.3 Phased Approach

An assessment of the non-Indigenous (historical) cultural heritage is required which:

- Identifies sites and places of cultural heritage significance within the Study Area;
- Determines the level of cultural heritage significance of those sites and places; and
- Provides recommendations for the management of the heritage values of those sites and places and any other potential areas of cultural heritage significance.

Due to the size and nature of the Study Area and Project, a two phased approach has been developed for the assessment and management of historical heritage for the Alpha Coal Project mine to port railway. The phases consist of:

- Phase One – Desktop Non-Indigenous Cultural Heritage Report (EIS Phase); and
- Phase Two – Non-Indigenous Cultural Heritage Field Survey Report (Supplementary EIS Phase).

This report provides the results for phase one of the abovementioned program.

1.4 Methodology

The phase one assessment consists of a background history of the Study Area and consultation of relevant statutory and non-statutory heritage registers and local historical societies, which defined all known historical sites and the potential for further historical heritage sites to exist within the Study Area. This assessment was completed in July and August 2010.

Field survey has not yet been undertaken for the mine to port railway and therefore these results are not included in this assessment. A field survey will be undertaken in October 2010 as part of the supplementary EIS phase and the results presented in phase two report.

1.5 Organisation of the Report

This report presents the results of the phase one assessment, which includes:

- The results of consultation with statutory and non-statutory heritage registers and local historical societies;
- A summary of the history and environment of the Alpha Coal Project mine to port railway;

- The nature of cultural heritage sites and potential sites within the Alpha Coal Project mine to port railway and the potential impacts of the Project on those sites; and
- Management recommendations for the protection of identified and potential cultural heritage significance.

1.6 Previous Reports

Limited previous reports exist for the Study Area. The following report was reviewed:

- Isabel Hoch, 1984, Alpha Jericho: a history 1846-1984, Jericho, Jericho Shire Council.
- Janice Cooper, 2005, Sufficient for living: a history of pastoral industries in the Alpha district, Alpha, Alpha Historical Society; and
- Parsons Brinckerhoff, Water for Bowen: Environmental Impact Statement, 2009.

1.7 Personnel

Histori|co conducted historical research for the desktop assessment. Craig Barrett and Benjamin Gall prepared the Phase One - Non-Indigenous Cultural Heritage Report.

2.0 Statutory Context

2.1 Preamble

The Alpha Coal Project mine to port railway is affected by a number of statutory controls in respect to non-Indigenous cultural heritage which must be considered prior to site development. Knowledge of cultural heritage legislation is essential when assessing sites, places or items of cultural heritage significance.

Searches of relevant statutory registers associated with national, state and local legislation were undertaken. Places included on these registers possess an established level of significance. It is important to note, however, that the absence of a place on these registers does not signify a lack of cultural heritage significance.

2.2 Statutory Framework

2.2.1 National Legislation

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the key national heritage legislation and is administered by the Commonwealth Department of Environment, Water, Heritage and the Arts. The EPBC Act provides a number of statutory controls for heritage places. Places of national heritage value and those owned or managed by the Commonwealth are located on the National Heritage List and Commonwealth Heritage List respectively.

In addition, the Australian Heritage Council manages the Register of the National Estate. The Register was frozen in 2007 and no new items can be added to it. However, the Register remains a statutory register until 2012 and must therefore be considered by the Minister for Environment, Water, Heritage and the Arts under the EPBC Act.

Sites and places entered on the National Heritage List, the Commonwealth Heritage List and the former Register of the National Estate are located on the Australian Heritage Place Inventory (AHPI).

2.2.2 The Queensland Heritage Act 1992

Places of state heritage significance in Queensland are managed under the *Queensland Heritage Act 1992*. The Act provides for the establishment of the Queensland Heritage Council and the Queensland Heritage Register, which lists places of cultural heritage significance to Queensland, and regulates development of registered places. Under the provisions of the Act, any development of a

place listed on the Queensland Heritage Register must be carried out in accordance with the Act. A place may also be entered in the register if it satisfies one or more of the assessment criteria under Section 35 (1) of this Act.

The Act also applies to potential archaeological places:

- Under section 60, a place may be considered to be an 'archaeological place' if not registered as a State heritage place and demonstrates 'potential to contain an archaeological artefact that is an important source of information about Queensland's history' (s. 60 (b)). Archaeological places can be entered onto the Queensland Heritage Register if they meet those criteria.
- Section 89 requires a person to advise the Chief Executive Officer of the Department of the Environment and Resource Management of an archaeological artefact that is an important source of information about an aspect of Queensland's history. This advice must be given as soon as practicable after the person discovers the item.
- Section 90 stipulates that it is an offence to interfere with an archaeological artefact once notice has been given of the artefact to the Chief Executive Officer.

2.2.3 Local Legislation

Local heritage places are managed under local planning schemes and the *Sustainable Planning Act 2009* (which replaces the *Integrated Planning Act 1997*). The Study Area falls within three regional councils: Barcaldine, Isaac and Whitsunday. Each of these councils is comprised of former shires that were amalgamated in March 2008. Each of the former shire planning schemes currently remain in effect. Table 2.1 lists the relevant former shire councils in relation to the current regional councils.

Table 2.1 *Current Councils and former Shire Councils prior to amalgamation in March 2008 relevant to the Project.*

Regional Council	Former Shire Council relevant to Project
Barcaldine Regional Council	Jericho Shire Council
Isaac Regional Council	Nebo Shire Council Belyando Shire Council
Whitsunday Regional Council	Bowen Shire Council

2.3 Non-Statutory Framework

There are other sources of heritage places or historic sites that are not listed on statutory registers. Places identified during these searches contribute to a better understanding of the Study Area and often identify places that require further investigation under the *Queensland Heritage Act* 1992.

2.3.1 Queensland National Trust Register

The Queensland National Trust was formed in 1963. The Trust is a community organisation that seeks to identify and conserve Queensland's heritage. The Queensland National Trust maintains a heritage register.

2.3.2 Interactive Resource Tenure Map

The Queensland Department of Energy and Mines (DME) maintains the Interactive Resource Tenure Map (IRTM). The IRTM enables the user to search and display mining tenure and exploration information. In particular, it is possible to search and display historic mining leases. The information is generally limited to the last 100 years and therefore excludes mining activity in the nineteenth century. However, it provides some ability to determine the location of historic mining leases and potential mines that are located in the Study Area.

3.0 Historical Context

The following historical background is not intended to be a complete history of the Study Area. It is based on a period of library and archival research and is intended to provide a contextual background for the identification and assessment of cultural heritage sites, places and features relevant to the Alpha Coal Project mine to port railway.

3.1 Introduction

The proposed rail corridor for the Alpha Coal Project will cut across two distinct regions: the Belyando and the Bowen districts. The history of these two regions forms the bulk of the following contextual history.

The main township of the Belyando district is Clermont, which was established in 1862 and flourished in the late nineteenth century as the central location for the supply of provisions and services to the surrounding farming and mining settlements. Smaller townships in the Belyando district contiguous to the rail corridor include Blair Athol, Copperfield, Frankfield, Kilcummin and Moranbah. The rail corridor also cuts across the Belyando River, whose headwaters begin in the Drummond Range east of the town of Alpha before continuing in a northerly direction to flow into the Burdekin Dam.

The centre of the Bowen district is the port town of Bowen. It was once anticipated that Bowen would form the capital of a separate northern colony. The northern colony did not eventuate and Townsville eventually became the predominant centre in the north. Nonetheless, Bowen continued to be integral to the development of the agricultural and mining industries in the region. Other communities in the Bowen district in proximity to the rail corridor include Mt Coolon, Collinsville, Springlands, Binbee, Bogie and Guthalungra. In some sections the proposed corridor also follows the course of the Bowen River, one of several important waterways in the area.

The history of both districts is similar and therefore can be investigated through the same set of themes. Both regions were the subject of European exploration in the 1840s and 1850s and settled by pastoralists in the late 1850s and early 1860s. The development of both regions was boosted considerably by the discovery of mineral deposits and the continued exploitation of these resources, including gold, copper and coal. However, pastoralism and agriculture have historically remained the principle economic activities of each district; the Belyando has been reliant for many years on its sheep and dairy industry and Bowen on its wide variety of agricultural produce, including sugar cane. Isolation and the need to communicate also meant the development of transportation and communication links were important in both areas. Finally, the growth of

communities – represented by hospitals, schools, government authorities, police and recreational facilities – are important from a historical perspective, as they represent the culmination of the European presence in the landscape since the early nineteenth century.

3.2 Early Exploration and European Settlement

3.2.1 Belyando

The first European presence in the district occurred in 1845, during German explorer Ludwig Leichhardt's expedition from the Darling Downs to Port Essington. Leichhardt seems to have just glimpsed the Peak Downs area south of Clermont before turning east in the direction of the Burdekin River. Leichhardt nevertheless observed that the high rolling plains would make good grazing land (Stringer 1986: np). A year later, Sir Thomas Mitchell's expedition travelled north along the Belyando River, which he named, thereby bestowing the name by which the district would become known. In 1847, Leichardt's failed attempt to cross Australia from Queensland to the Swan River in Western Australia again led him into the vicinity of the Peak Downs, this time to the area near Moranbah (Huf et al 1993: 18-19).

The remoteness of the region and its distance from the coast made any attempt to take advantage of the countryside's pastoral potential a daunting prospect. However, Ludwig Leichhardt was a great believer in the future of the region, writing to his friend Helenus Scott in February 1848 that he had no doubt the land would soon be taken up by squatters. Encouraged by Leichhardt's reports, the explorer's friend Jeremiah Rolfe headed north in 1852 and thus became the first colonist in the area. His aptly-named property 'Pioneer' was located on Mistake Creek, which Rolfe named after realising the property was not on the Belyando River, as he at first believed, but on a tributary. In 1854, Rolfe brought his wife Mary, their family of five sons and two daughters and the all-important cattle stock to the property. A second home was later built on the present site of Pioneer, and the original home became known as Old Pioneer, and later still as Banchory (Centenary Committee 1962: 9-10).

In 1854 brothers Charles and William Archer also came north to explore the land. They acquired property along the Peak Downs between 1854 and 1857 on a speculative basis, taking up blocks known as Capella, Crinum, Belcong and Laguna. However, they did little to develop this land, wary of the lack of good water and the high cost of transporting wool to the distant coastline (Killin 1984: 7). Already busy with their Gracemere property at Rockhampton, the Archers sold their holdings to Gordon Sandeman a few years later (O'Donnell 1989: 9). Sandeman was impressed by the area's potential, appointing his brother-in-law Oscar de Satge to manage his Peak Downs

enterprise. The first mob of sheep he sent to the region numbered sixteen thousand, relatively few being lost along the way. Soon the property, which De Stage named Gordon Downs, carried about one hundred thousand sheep (Centenary Committee 1962: 10-11).

However, the region's pastoral development did not really begin in earnest until the early 1860s. In 1863, C. Augustus Kerrin established Wolfang Downs to the north-east of Clermont, while James McLaren settled the Bathampton property to Clermont's north-west (O'Donnell 1989: 9). In 1863, William Turner and Robert McRobie's run, Avoca, was also settled between the branches of the upper Belyando River. Although transferred to Robert A. A. Moorhead and Matthew Young in 1867, several members of the Turner and McRobie families continued to work the station for more than a decade (Cooper 2005: 5). In 1864 Gordon Sandeman established Huntley north-east of Wolfang Downs (O'Donnell 1989: 9). In 1865, Elgin Downs was taken up by W. Sinclair before being sold twice in 1867 and again in 1872, when it came into the possession of the Muirhead family, who retained control of the property until its sale to the King Ranch Group in 1952 (O'Donnell 1989: 15). The majority of those who gained these early leases applied for areas up to one hundred square miles, although some runs were much larger. Labour on these early runs was difficult to come by due to the isolated and rudimentary nature of conditions on the stations (Cooper 2005: 1).

Old Kilcummin, a fifty-two square mile property north of Clermont, was leased to C.C. McDonald and James McLaren in 1865, before being taken over by McDonald from 1869 to 1872. The run was acquired by Samuel Wilson in 1873 before being relinquished to D. S. Wallace at the end of 1877. The property grew tremendously in 1886 with the absorption of Sheppard's Plains, Carroll's Creek, Bell's Camp, Talki, North Talki, Wentworth Downs, Teenie Plains, Dooruna, Lilla Plains, Diamond Downs, Naredurry, Colley-gorrey, Kenilworth, Triangle, Mazeppa, Mazeppa Downs, Sutton Bend, North Sutton and the Diamond Creek runs. The leased portion of Kilcummin at that time ran to 536 square miles, the Government having resumed 432 square miles (O'Donnell 1989: 15).

The prime sheep property Wolfang, so named by Oscar de Satge due to its resemblance of a dog's tooth, was soon sold to J. A. Macartney (O'Donnell 1989: 10). The land west to Wolfang was licensed to James Wilkin as West Wolfang in 1864-65, then to James Lorimer in 1965-71 and Samuel Wilson in 1872-76. This massive run was sub-divided into West Wolfang, West Wolfang Upper and West Wolfang Lower in 1876 before being consolidated along with other stations into George Fairbairn's Logan Downs run in 1886 (O'Donnell 1989: 10). In general, the 1870s and 1880s was a period that saw the consolidation of larger runs and expansion into the outlying areas (Cooper 2005: 13).

The Huntley property also passed through a series of hands. This fifty square mile run, after briefly being managed by Oscar de Satge in 1864-65, was passed to A. S. Webster from 1866 to 1881, Mackay and Coveny from 1882 to 1884 and to Mackay, Milson and Milson from 1885 to 1904. By this time Government resumptions had reduced the run to less than twenty-three square miles. The large holding of Frankfield in the Mistake Creek area was similarly carved up to produce the property of Charlton. The government resumption of land is a recurring aspect in the story of the Belyando Shire (O'Donnell 1989: 10).

Figure 3: *A station on the Belyando River, 1898. John Oxley Library, 47707.*

In the inaugural issue of Clermont's newspaper, the Peak Downs Telegram, on 4 October 1864, the paper celebrated Belyando's burgeoning pastoral industry, claiming that the advance of pastoral settlement in the district had been "equal to, if not exceeding in rapidity, the progress of squatting adventure in any of the other colonies" (Centenary Committee 1962: 123). The luxuriant grasses that afforded a 'bountiful home' to sheep and oxen were praised, and it was proudly declared that shearing had already begun on several stations (Centenary Committee 1962: 123-124). However, the difficulties of station life were also acknowledged. The want of water was said to be severely felt, though it was hoped the construction of dams would soon lessen this drawback.

Relations between the Indigenous people and European settlers in the Belyando district were fraught with tension, confrontations between Aborigines and settlers often erupting over the spearing of stock (Stringer 1986: np). Shepherds were particularly at risk of reprisals. In the mid-1860s two shepherds were murdered at Avon Downs, which was involved in an ongoing conflict with the Jangga people. Another shepherd was murdered at Cotherstone by Aborigines who made off with his flock (O'Donnell 1989: 4). Aboriginal attacks on nearby homesteads, such as that of the

Fraser family at Hornet Bank near Taroom in 1857 and the Wills family at Cullin-la-Ringo near Emerald in 1861 were taken as evidence of the Aborigines' essentially savage nature. Retaliation was swift and brutal: it is estimated that two hundred Aborigines at Hornet Bank and perhaps three hundred at Cullin-la-Ringo were killed in the aftermath of the attacks (Stringer 1986: np). Memories of the incidents were used to effectively challenge the more humanitarian attitude of local squatters such as Charles and Henry Dutton, who advocated accommodation (Killin 1984: 8-9).

The government responded to the fears of frontier Queensland's colonists by the establishment of the Native Mounted Police. In the early 1860s a police station and barracks was established three miles upstream from Jeremiah Rolfe's property Pioneer Station (O'Donnell 1989: 9). By August 1870, the Belyando Corps of the Native Mounted Police patrolled over a thousand miles of countryside (O'Donnell 1989: 1). While pastoralists decried Aboriginal atrocities, the 'justice' meted out by the Native Police was often savage.

As Aboriginal land was taken over for pastoral purposes, those Aborigines who survived tended to gravitate towards the towns and set up camps at the outskirts. At Clermont the camp was about two kilometres out of town near the junction of Sandy and Wolfgang Creeks, moving up or down the creek depending on conditions. The camp's inhabitants survived by scavenging, begging, prostitution and by performing casual labour. A few fossicked for gold on the outskirts of town. As the nineteenth century went on use of both alcohol and opium by Aborigines in the region became a problem (Stringer 1986: np). The low esteem in which Belyando residents held the local indigenous population was revealed by Joe Lesina, Member for Clermont, when he declared in the Queensland Parliament in 1901 that 'The white man has taken possession of Australia, and the nigger must go' (O'Donnell 1989: 6). Yet the Aborigines continued to be taken advantage of as a source of cheap labour while the women were often sexually exploited (Stringer 1986: np).

3.2.2 Bowen

Before the advent of European settlement, several Aboriginal tribes inhabited the Bowen region. The Breeaba tribe held lands around the headwaters of the Burdekin River. The Durroburra people lived in the area around the junction of the Suttor and Burdekin Rivers (Bowen Shire Council 1972: 1). There was also a tribe in the vicinity of Collinsville known as the Weebaringa (Delamonthe 1969: np). The earliest European inhabitant of the Bowen district, James Morrill, actually lived with these local tribes after being shipwrecked in 1846. Morrill remained with the Aborigines until 1863 when he appeared out of the bush speaking stilted English. He briefly became a celebrity, regaling newspapers and dignitaries with an account of his life with the Aborigines, before he died at Bowen in 1865 (Rees 2007: 16).

A year prior to Morrill's shipwrecking, Ludwig Leichardt's party became the first white men to traverse the district when he followed the Suttor River to its junction with the Burdekin near Mt McConnell in April 1845. Leichhardt named the Burdekin River after Lady Burdekin, whose influence and wealth provided the necessary backing for his journey north (Bowen Shire Council 1972: 1). From August 1859 to February 1860, explorer George Elphinstone Dalrymple, later known as 'the father of North Queensland', made a more detailed search of the Burdekin area, naming the River Don after the stream of the same name in his native Aberdeenshire (Zonta Club 2009: 3). Dalrymple investigated the Bowen and Bogie Rivers for suitable grazing fields and the coastal area around Upstart Bay to view its potential as a port (Bowen Shire Council 1972: 1).

In the late 1850s the Government of New South Wales offered a reward for the discovery of a good port and harbour in the region that could be used to open up the surrounding land for pastoralists (Rees 2007: 8). The port at Bowen, later named Port Denison after New South Wales Governor Sir William Denison, had previously gone largely unnoticed by coastal explorers. However, in 1859 Captain Henry Daniel Sinclair set off from Rockhampton to seek a new port and claim the offered reward. Initially, Sinclair sailed past Bowen and landed at Upstart Bay (Abbot Point). Upon being confronted with aggressive Aborigines, however, he turned southward and thereby discovered the 'most splendid harbour' of Port Denison by accident. Sadly, Sinclair failed to claim his reward as his discovery coincided with the news Queensland was to become a separate colony, and neither New South Wales nor Queensland were willing to compensate him for his find (Rees 2007: 8).

Shortly thereafter George Elphinstone Dalrymple's survey of the region's potential as grazing land led him to confirm Sinclair's opinion that Port Denison would make a suitable centre for the occupation of northern Queensland. In 1860, Joseph Robert Stone was sent with Dalrymple and Eugene Fitzalan to survey the port (Rees 2007: 8). The area around Bowen was declared officially open for pastoral occupation from 1 January 1861 and preparations were made for the new settlement (Bowen Shire Council 1972: 1). In early 1861 a convoy of ships sailed with building supplies and official carpenters to begin work on the town of Bowen, named for Queensland's new Governor, which would be located on the shores of Port Denison twelve hundred kilometres north of Brisbane (Rees 2007: 11).

The first arrivals by sea were unable to disembark on the mainland due to the unmistakeable hostility of the Aborigines who were lining the shore. Instead, they disembarked on Stone Island to await the appearance of a party being brought across country by Dalrymple. Dalrymple, bringing with him an armed company as well as 140 horses and 120 cattle, scattered the tribe on his arrival.

On 12 April 1861, 111 people gathered to witness Dalrymple raise the Union Jack and officially declare Bowen the northernmost town in Queensland. The town was planned and surveyed by Clarendon Stuart with the intention that it would become the capital of the north, a fact still evident from the width of the town's main streets, some of which are thirty metres wide (Rees 2007: 11). In July 1861, the first dray arrived from the western stations to collect supplies (Zonta Club 2009: 42).

Strathmore Station, a property located at Springlands about twenty-seven kilometres north-west of Collinsville, was the premiere run to be taken up when the Queensland Government opened the district for settlement. It was originally leased by P. F. Selheim in partnership with C. W. Touissant, before being claimed in September 1865 by William Tucker and William Duncan Stewart. By July 1890, a number of runs had been consolidated into Strathmore by Leopold De Salis, who leased the property in 1875. In 1902 the lease was purchased by the Cunningham family, one of the oldest pastoral families in Queensland. Their patriarch, Edward Cunningham, had been part of the 1861 party to explore the country west of Bowen. The property still remains in the hands of the Cunningham family, their lease to expire on 30 June 2012. Listed today on the Queensland Heritage Register, Strathmore grew from the early 1860s to eventually comprise a great number of structures including a slab hut, main homestead, laundry, office, stables, meathouses, swimming pool complex, various cottages, homestead gardens, former school, former zoo, sheds, weir and a private cemetery (Queensland Heritage Register 2010: np).

Another important property in the area was that of Pretty Bend, located on the banks of the Don River between Bowen and Collinsville, about thirty-six miles southwest of Bowen. The coach from Bowen used to pass through the property en route to the Normanby goldfield. This property was first taken up in 1868 by Daniel Ralph Emmerson and was then known as Eagle Vale. The Emmerson sisters butchered meat and transported it by packhorse to Normanby for sale. Over the years the property was periodically cut off when the Don River flooded. In the 1870s, Pretty Bend was managed by George Christopher Tietzel. Later owners of Pretty Bend included J. H. Isbell, the Worthington Brothers, T. A. Atherton, J. E. Kelly, E. H. Carter and E. A. Hawkins, A. J. and H. Land, H. G. Wagner, M. Farmer & T. R. Moore and P. V. Dahl. Alan Elphinstone, who was the last Aborigine in the Bowen district to be under the control of the 1897 Act for the protection of Aborigines and Torres Strait Islanders, worked at Pretty Bend until his retirement (Zonta Club 2009: 33).

Figure 4: *Cattle muster at Strathmore Station, 1915. John Oxley Library, APA-039-01-0018.*

The initial land sales for the Bowen district were held in Brisbane, with the first land sale in Bowen held on 16 October 1861 (Rees 2007: 15). Within a year twenty stations had been established and by 1863 pastoral settlement had rapidly spread to the outer-limits of modern-day Collinsville (Bowen Shire Council 1972: 1). Allowances were made for a great deal of land speculation by frequent government sales, due to the great expectations surrounding Bowen as a potential capital city for a separate northern settlement. Suburban townships of Brighton, Scarborough, Marshtown, Richmond and Belgravia were projected as the land boom intensified (Zonta Club 2007: 75-76).

However, in time it was realised Bowen was not an ideal port for more remote stations, as access to the hinterland from Bowen necessitated twice crossing the Burdekin River, as well as a number of smaller tributaries. Squatters' supplies could be held up for weeks when the Burdekin flooded. Bowen's role as a service port for a vast hinterland was considerably diminished as settlement extended further north, and other towns such as Townsville, Cardwell and Cairns were formed (Rees 2007: 15). The opening of Townsville in 1865 in particular was a severe blow to the growth of Bowen, ending any claim by Bowen to a shipping monopoly in the north (Zonta Club 2007: 75-76).

The first herds in the district were sheep, and the first wool was shipped from Bowen on 5 November 1861. The area's export of wool reached a peak of 1325 bales in 1868. Soon after the district's sheep trade went into decline as the spear grass native to the area was found to be affecting the quality of the wool, a number of bales received from Bowen being described as 'seedy'. By 1880, the major pastoral activity in the region was cattle breeding. The first export of live cattle

from Bowen took place by sailing vessel to Batavia (Java) in 1866, a venture of limited success as few Europeans lived on Java and the native population was vegetarian. The first shipment of preserved meat was exported to England in 1869. In 1881, the first meat freezing company in Queensland was established at Poole Island, near Bowen. The operation was short-lived, the company disbanding in 1886. Pastoralists co-operated to build the Bowen Meat Exporting Company at Merinda in 1894, and this meatworks remained operational until 1998 (Rees 2007: 126-127).

Figure 5: *Merinda Meatworks, 1930. John Oxley Library, 27229.*

From 1864, Bowen also produced fine crops of cotton, with a co-operative formed to grow cotton in 1866. In 1867, the first cotton gin arrived in Bowen and local cotton was featured at a Paris Exhibition. This crop was largely grown by Donald Bell at Bells Gully and James Hall Scott at Inverdon (Rees 2007: 129). Bowen also pioneered sugar cane farming in North Queensland at a property called Wylie Park in 1865. The previous year, after an exceptionally heavy wet season, Bowen had been visited by experts from Mauritius who recommended sugar cultivation for the Bowen area (Rees 2007: 130).

The region of Inverdon, an area at the mouth of the Don River, north-east of Bowen, was one of the earliest regions to be settled for small farming in the district. In the 1867 land survey the area, known then as the Lower Don, was reserved for small farming lots. Most of these allotments were purchased by James Hall Scott, but other pioneers included C. J. Crofter, John Wylie Wilson, R. S. P. Brown, Soren Jensen and Robert Harrison Smith. The Hall-Scott family remained an important presence in the district for many years (Rees 2007: 77).

As in the Belyando district, the early Bowen settlers encountered hostility from the Aborigines over the incursion into their tribal lands. In October 1861, Dalrymple reported to the Government that his hopes that the land might be colonised peacefully were shattered, declaring that the natives had

proved 'bloodthirsty, treacherous and unworthy of trust' (Evans et al 1993: 28). Dalrymple and an expedition party had recently found the remains of two murdered white men, and, with a native trooper to act as interpreter, informed the Aboriginal inhabitants of the region that they would return 'blood for blood' (Evans et al 1993: 27). Early squatters reported the area to be plagued by Aborigines intent on spearing cattle, 'deviously' picking them off in isolated areas. When Aborigines set fire to areas of old grass in the district in the 1860s it was likewise interpreted as an attack, although possibly this was simply part of traditional indigenous practices intended to rejuvenate the land. The Native Mounted Police again acted to put down such aggression (Jones 196?: np). Some squatters also took matters into their own hands, adopting a policy of shooting Aborigines on sight (Evans et al 1993: 37). The carnage committed in the race war by both sides led the editor of the Port Denison Times to declare in 1869 that the town of Bowen's foundations had been 'cemented in blood' (Evans 2007: 92).

Yet as in Belyando, the pastoralists of the Bowen district were also happy to take advantage of the Aborigines when it suited their purposes. Many of the early stockmen, rouseabouts and jackaroos on the pastoral properties were Aborigines. Even more troublingly, the difficulty in attracting European servants to remote stations meant Aboriginal women were often the main source of domestic help on pastoral properties. Archibald Meston reported in the Northern Miner on 31 July 1886 that such women were usually at the mercy of every man on the station and were locked up at night to prevent them returning to their own people (Huf et al 1993: 49).

Figure 6: *Early view of Bowen. John Oxley Library, 46981.*

3.3 Mining

3.3.1 Belyando

Mining has been a significant activity in the Belyando district almost from its first settlement by Europeans. The first discovery of mineral wealth in the region was made in 1861 on the banks of Sandy Creek by stockmen preparing to move sheep onto a property on Theresa Creek that later became known as Drummond Station. The prospectors kept the knowledge to themselves until they had completed their contract and then, accompanied by some other men who had been shearing on Apis Creek, returned to the area they named Nelson's Gully to begin extracting the gold (Centenary Committee 1962: 12). As news of the find spread, diggers rushed to the site in January 1862 and established a shanty town (Centenary Committee 1962: 13). As gold continued to be yielded in payable quantities, C. F. Gregory was sent in December 1863 to survey the goldfield town of Clermont (Stringer 1986: np). A general store and a hotel named The Diggers' Retreat had already been opened at the site the year before (Centenary Committee 1962: 13).

By 1865, the town's population had swelled to 3500 and its annual output of gold to 12 300 ounces. Clermont had become a bustling township with its own hospital, banks, churches and newspaper (Centenary Committee 1962: 17-18). But, by the late 1860s, the field was in decline as gold rushes in northern Queensland created an exodus from the town. For the next thirty years the area continued to be worked by a few hundred miners, Clermont's mining population never rising above six hundred in this period (Centenary Committee 1962: 18). Clermont's fortunes were revived somewhat by a short-lived gold boom in the 1890s. In 1897 the amount of alluvial gold being produced each year had risen to twenty-two thousand ounces, compared to the two thousand to seven thousand ounces that had been yielded during the 1880s. In 1898, annual production climbed higher with the discovery of the Deep Horse lead, reaching thirty-one thousand ounces (Stringer 1986: np).

Gold was also found at other locations in the Belyando district during the nineteenth century, producing smaller townships. The discovery of gold-bearing gullies and ridges by Miclere Creek in 1865, twenty miles north-west of Clermont, eventually led to the settlement of Miclere. In August 1904, about sixty men lived at Miclere, some with their families. By 1901, there were also two stores and a dairy being operated there. Gold-mining continued in Miclere in a desultory fashion until late 1930, when a discovery of gold in the surface rubble of the workings led to a small rush to the site. It was soon clear, however, that payable gold lay at depth on the field and capital would be required to exploit the mineral wealth. The district's economy was revitalized by the investment of Tom Higgins, who bought the run-down Copperfield Beatrice Battery and brought it to Miclere in

1934. The field produced enough during the otherwise lean years of 1935-1938 to keep Clermont solvent. With loans Higgins established a water supply at Miclere in 1938 and a Central Air Plant in 1939 (O'Donnell 1989: 100-105).

The Springs Goldfield Extension, an area of twelve and a half square miles, was proclaimed in 1888. Bounded on the north by the Drummond Range, the centre of the field - where The Springs Hotel was built - was eleven miles north-west of Clermont, and about nine miles south-south-east of Miclere. Gold had first been discovered at The Springs at Cement Hill in 1865. Attempts were made in 1887 to carry out crushing at Cement Hill but the cost of running a crushing mill proved uneconomical and the mill was dismantled. By 1903 the locality was judged to be 'in a fairly prosperous condition', supporting a small mining population of two hundred. A school was erected in October 1887 but burnt to the ground in 1892, to be replaced the following year. However, this school also burnt to the ground in 1906. The Springs Hotel, established in the late 1860s, proved more enduring, and continued to be a popular resort for thirsty miners into the 1950s. The Springs Extended Goldfield comprised Cement Hill, Linklater's Lead, Victoria Lead, Leonard's Gully, Christmas Hill, Pewt's Hill, plus a number of less significant localities (O'Donnell 1989: 111).

Black Ridge was also incorporated into The Springs until it experienced its own rush in 1896, prompting the separate township of Black Ridge to develop. In the late 1890s gold was fairly easily procurable in shallow diggings on the Black Ridge field, which supported a population of around a thousand. This activity helped sustain Clermont itself during this period. As the premier centre of goldmining in the district the prospects of Black Ridge seemed bright. However, the boom was brief, the population dwindling to around two hundred and fifty in 1905 (O'Donnell 1989: 74-78).

Belyando residents quickly realised that gold was not the only valuable mineral in the area. In 1862 copper was found seven kilometres south of Clermont, reputedly by a digger who sold his knowledge of the mineral outcrop to John Manton for a bottle of rum (Centenary Committee 1962: 13). The town of Copperfield came into existence two years later, when the Peak Downs Copper Mining Company began smelting operations under Manton's management. During its peak in the early 1870s the Copperfield mine employed nearly a thousand men (Stringer 1986: np). During these years it rivalled Clermont as the region's major centre, the boost it provided probably keeping the other township afloat. In 1871, the district's gold production brought in £20 366, while its copper sales brought in £174 300. Copperfield had a population of nearly a thousand compared to Clermont's two hundred and twenty-five (Centenary Committee 1962: 42). The ore at Copperfield was of high quality, but a rapid fall in copper prices brought on by the Franco-Prussian War eventually caused the mining company to be sold in April 1877 (Stringer 1986: np). Attempts

to revive the town's copper industry in the 1880s were unsuccessful (Centenary Committee 1962: 44). By 1899 Copperfield's population had dwindled to two hundred (Stringer 1986: np).

Figure 7: *Copperfield mining works, 1876. John Oxley Library, APA-001-01-0004.*

Ultimately, gold and copper made only a marginal impact in shaping Belyando's development. It was the coal industry that played a significant and continuing role in the district's economy. Blair Athol, the premier coal mining region in the district, was established in the early 1860s twelve miles north-west of Clermont (Centenary Committee 1962: 117). Blair Athol Station had been a freehold area of 102 acres owned by Robert McMaster. Coal was discovered on the property in 1864 by a well-sinker. Apart from boring a few holes to confirm the existence of a large coal seam, little was done to disturb the coal deposit for twenty-five years. The arrival of the railway at Clermont in 1884 encouraged Howard Smith and Ben Derrett to finally sink a shaft in 1889. It was soon discovered that Blair Athol produced the best steaming coal in Queensland and was a prime site from which to exploit the extensive coal resources of the Bowen Basin (Centenary Committee 1962: 118).

Other coal mines began operating at Blair Athol in the 1890s, but difficulties in transportation meant the operation did not become a major enterprise until a branch line from the Central Railway line was completed in 1910 (Blake 2005: 58). The formation of the Blair Athol Coal and Timber Company in June 1909 heralded the entry of larger companies into Blair Athol's coal mining industry (Centenary Committee 1962: 119). Two electric coal-cutting machines and a mechanical coal breaker were installed at Blair Athol, very advanced equipment for coal mines at the time (Killin 1984: 45-46). Blair Athol North, later known as the Newcastle Company and then the Blair Athol Opencut Collieries, began operations in February 1911. Between them Blair Athol Coal and Timber Company and Blair Athol North bought out the smaller syndicates until by the 1960s they controlled all the coal bearing area of the field (Centenary Committee 1962: 119).

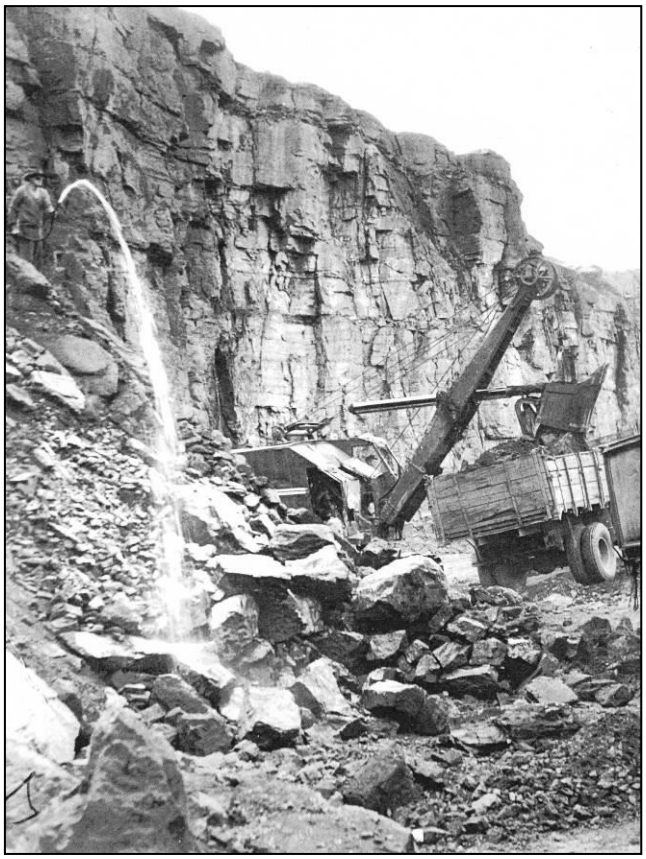


Figure 8: *Blair Athol Mines, 1948. John Oxley Library, 33716.*

Belyando's mining settlements were responsible for attracting many overseas migrants to the area. The gold mines at Clermont in particular drew Chinese diggers to the fields. By 1864, the Chinese population on the Clermont goldfield was said to outnumber that of the Europeans. Racial hostility ensured Clermont was the scene of several anti-Chinese race riots in the 1880s (Killin 1984: 17). The dismissal of a court case in favour of Young Kin, who was being sued for money he supposedly owed a white man, incited one such protest (Evans et al 1993: 276). A more friendly rivalry was later established between native-born colonists and Scottish coal miners attracted to the Blair Athol coal industry. In this instance hostilities were played out in weekend rugby games between the 'Scots' and 'Colonials' (Killin 1984: 43).

The First World War posed difficulties to Belyando's mining industry by creating a shortage of labour and increasing production costs. On the whole, however, Blair Athol performed better than other coalfields in the wartime economy and actually increased its output to a peak of 132 664 tons in 1917 (Killin 1984: 47). This good fortune did not last and for two decades Blair Athol gave way to stagnation and decline (Killin 1984: 50). As gold was still plentiful around Miclere some Blair Athol coal miners supplemented their meagre incomes by fossicking at the site (Killin 1984: 52). By the mid 1930s, production was on the rise once more and the Newcastle Company took the advantage of the increased profits to open the seam for steam shovel extraction in 1936 (Killin 1984: 54).

During the Second World War coal became of increasing importance to both munitions and army transportation, and Blair Athol was kept busy supplying coal for the troop trains. Production was increased from 110 408 tons of coal per annum to an average of 145 000 tons for the duration of the war (Killin 1984: 58). The use of open cut mining at Blair Athol had been mooted as early as 1911 and proved hugely profitable for the region throughout the 1950s (Evans 2007: 213). In the 1970s Belyando's mining industry expanded its existing operations and also developed new mines (Blake 2005: 58). By the late 1960s, the Utah Development Company were looking to establish a new mining township and approached the Belyando Mayor with proposals that eventually led to the development of the mining settlement of Moranbah. Although originally envisioned as a mere dormitory to house the labour force essential to the Goonyella and Peak Downs mines, today the township has grown to service both miners and their families (Murray 1996: 8-9).

Figure 9: Old mine site at Blair Athol, 1950. John Oxley Library, 201154.

3.3.2 Bowen

The mining history of the Bowen district to a certain extent mirrors that of Belyando, with gold discoveries providing a brief initial stimulant to the area and coal mining later being developed to provide a more long-lasting source of employment and economic growth. Gold was found in the vicinity of the rail corridor at Mt Wyatt in 1865 and at Cape River in 1866. The lure of gold had a fleeting effect on the growth of Bowen through a number of small rushes. However, discoveries at Charters Towers and the Palmer River drew prospectors away from the district's gold fields, although from the 1880s several gold mines continued to operated at Mt Wyatt (Rees 2007: 31).

A later discovery of gold took place at Mt Coolon in 1913, unearthed by a jackaroo from Yacamunda Station. A settlement quickly sprung up at the site which was named Koala, but which today is called Mt Coolon. Thomas Coolon was the first miner to stake a claim at the site, taking up a lease in 1914. In the same year James Barclay took up a claim and built a five head battery on the banks of Police Creek which today is placed on the Queensland Heritage Register (Queensland Heritage Register 2010: np). The township became infamous throughout Australia on 14 November 1918 when Thomas Coolon shot and killed four men whom he believed had jumped his gold claim, committing suicide himself later the same day (Zonta Club 2009: 3). Gold mining had declined at the isolated settlement by 1941 (Queensland Heritage Register 2010: np).

Figure 10: *Mt Coolon post office and general store, 1932. John Oxley Library, 201712.*

The Bowen district's ongoing source of mineral wealth was its 'black gold'. The first recorded coal find in the region was made by Henry Hatcher in 1864 on the Bowen River field (Bowen Shire Council 1972: 2). In 1865, geologist Richard Daintree reported the existence of large coal deposits on the Bowen River at an area on Strathmore Station that was named Moongunya, an aboriginal word for coal. In 1921 its name was changed to Collinsville in honour of the Member for the state seat of Bowen (Delamothe 1969: np). By 1866, extensive deposits of high quality coal had been identified in the Collinsville Bowen Basin, the same rich six hundred kilometre reserve the Blair Athol mine was to exploit (Zonta Club 2009: 43). In a report dated 24 March 1866, Daintree declared that:

The Bowen River Coalfield is of great extent and contains numerous seams of coal whose number, thickness and economical value might readily be ascertained by more extended research at a fitting season of the year, its similarity to the Newcastle coalfields of New South Wales being to a certain extent a guarantee of its mineral wealth (Delamothe 1969: np).

In 1866 Daintree was appointed Government Geologist for North Queensland. In 1870, he inspected the Bowen River Field very thoroughly, and in 1872 issued the first map of it. At the same time he published descriptions of coal-bearing sections along Pelican Creek and Bowen River. Encouraged by Daintree's reports, the Bowen Provincial Association opened a subscription list in 1875 for contributions towards the expenses of obtaining samples of coal from the Bowen River and forwarding them to England for analysis (Delamothe 1969: np).

In 1875, the Bowen River Coal Association was formed to obtain samples for investigation from the field between Havilah and Jack's Creek. This exploratory work was continued intermittently over the next forty years, most notably by government geologists Robert Jack in 1878 and B. Dunstan in 1912. However, as at Blair Athol, the region's isolation and the costs associated with freighting meant that no definite attempt was made to open up the reserves for established use. This changed when Dunstan's report encouraged the formation of the Bowen River Coal Prospecting Syndicate. The first shareholders meeting took place on 1 February 1913 and a limited liability company was established with a nominal capital of two thousand pounds in one pound shares (Delamothe 1969: np).

In March 1913 the Bowen River Coal Company's first manager, W. Binnie, was appointed (Bowen Shire Council 1972: 2). Great excitement prevailed when samples of coal taken from the Garrick Seam only thirty feet below the surface was declared equal to the best quality coal at Ipswich. Every available share in the Bowen River Coal Company was soon sold, the share price rising from five shillings to forty-three shillings each. The seams prospected in this early period were the Garrick, the Denison and the Bowen (Delamothe 1969: np).

Over the next few years three other companies opened up leases. In 1915, the Mines Department reserved areas totalling about twelve square miles for State Mining purposes (Delamothe 1969: np). Under pressure from the community and mining interests, the State Government began making plans for the construction of a railway line from Merinda to the coalfield in 1916. The first sod was turned on the line in 1917. Soon after this the various mining companies on the field were amalgamated into the Bowen Consolidated Coal Mines. The site for the State Coal Mine was selected the following year on the Bowen Seam, considered the best on the field. Operations at the State Coal Mine started in March 1919 (Bowen Shire Council 1972: 2).

By Christmas 1919 ten families were living on the field, mostly near Pelican Creek, and in this year the first store was opened at Collinsville by the Dunlops. In May 1921, there were enough children on the coal field to justify the opening of a state school. The first sale of Collinsville town allotments took place in November 1923 with the completion of the railway (Delamothe 1969: np). In 1923 the surveyed township at the Bowen Consolidated Coal Mines area was called Scottsdale, after Messrs. Hall-Scott and Dinsdale, directors of the company. However, the postal department objected to the use of this name as being too similar to that of another Queensland town and so the name was changed to Scottville in 1924 (Zonta Club 2009: 3).

By 1923 the tremendous progress of the mines meant that 81 152 tons of coal had been extracted from the State Mines and 10 491 tons had been produced by Bowen Consolidated. The State Mines employed 172 men, while Bowen Consolidated employed fifty-three. By 1924, the population of Collinsville was seven hundred, with another three hundred living in Scottville (Bowen Shire Council 1972: 3). According to the recollection of apprentice striker Chris Anderson there were about twenty-six to twenty-seven working horses at the Scottville Coal Mine before the advent of cars and trucks, with six to eight horses being sent down daily in the cage to the pit bottom to pull coal carts. Men and horses both worked the mines in three shifts of eight hours each. The men would take a billycan of food and tea down the mine for their crib break. They would work in teams of two to four men and would be required to fill thirteen to twenty-one skips each shift (Zonta Club 2009: 1). The heat and close conditions meant most men worked almost naked underground (Zonta Club 2009: 76).

In the late 1920s the Government decided to build a coke works at Bowen in order to produce a hard metallurgical coke needed by Mt Isa Mines Ltd, Chillagoe State Smelters and various small miscellaneous consumers in the state. All preparations were in place for this project when the Moore government was defeated in the 1932 state election. It was then left to the new Forgan-Smith Labour Government to carry on with the work of this important venture. The firm of Gibson-Battle, draughtsmen and engineers from Sydney, was engaged to draw up plans and specifications. Jack Stafford, Minister for Mines and Supervisor of State Coal Mines, was sent to Wollongong by the Government in early March 1933 to meet BHP coke expert Frank Fleming. Stafford and Fleming appointed W. F. Rees, then Manager of the Coledale Coke Works forty miles south of Sydney, as Manger of the Bowen State Coke Works. Fleming oversaw the initial establishment of the plant, and then handed the management to Rees in July 1933.

The official opening of the Bowen State Coke Works took place on 4 July 1933 (Zonta Club 2009: 8). In 1937, the Bowen Coke Works' first overseas shipment took place with 2974 tons of coke exported to Noumea (Zonta Club 2009: 48). Rees remained in Bowen as manager till 1946. His son, Ron, was later appointed manager of the Bowen State Coke Works. Ron retired as general manager of the Bowen State Coke Works on 31 December 1979, and soon after, the Bowen Coke Works was sold to Mt Isa Mines Ltd (Zonta Club 2009: 8).

After the end of the Second World War there was agitation by Collinsville and Scottville miners for better working conditions and a campaign for better housing. A 1945-46 report on the Coal Mining Industry declared that Collinsville was one of the poorest mining townships in the state, filled with 'drab, dusty, unlighted' streets and slum housing (Johnston 1988: 301). In general it was felt in the 1950s that conditions remained grim (Murray 1996: 4-5). In 1967, Collinsville was the site of an acrimonious industrial relations dispute when two hundred workers were locked out of a power-house construction site (Evans 200: 217). The Collinsville Cemetery has since been placed on the Queensland Heritage Register as a testament to the dangers of underground coal mining, as it contains the graves of seven men killed in October 1954 at the Collinsville State Mine, one of Queensland's worst mining disasters (Queensland Heritage Register 2010: np).

Collinsville was in a depressed state when in 1960 the Government decided to sell the Collinsville Coal Mine to private enterprise. The ex-State Mine re-opened under Dacon Collieries for underground workings. A subsidiary of the same company had previously contracted Bowen Consolidated for an open-cut mine. Both mines worked high capacity, shipping coal to Japan through the port of Bowen in the 1970s (Bowen Shire Council 1972: 4). By the end of the 1970s coal from the Bowen basin had been established as the main mineral resource of the state (Johnston 1982: 194). In 1984, the bulk loading facilities of the Abbot Point coal terminal, twenty kilometres north of Bowen, opened as Australia's most northerly coal shipping port, with direct rail links to the inland coal mining towns of Collinsville, Scottsville and Glenden (Rees 2007: 4). Today the Bowen Consolidated Colliery at Scotville, established in 1919, is placed on the Queensland Heritage Register (Queensland Heritage Register 2010: np).

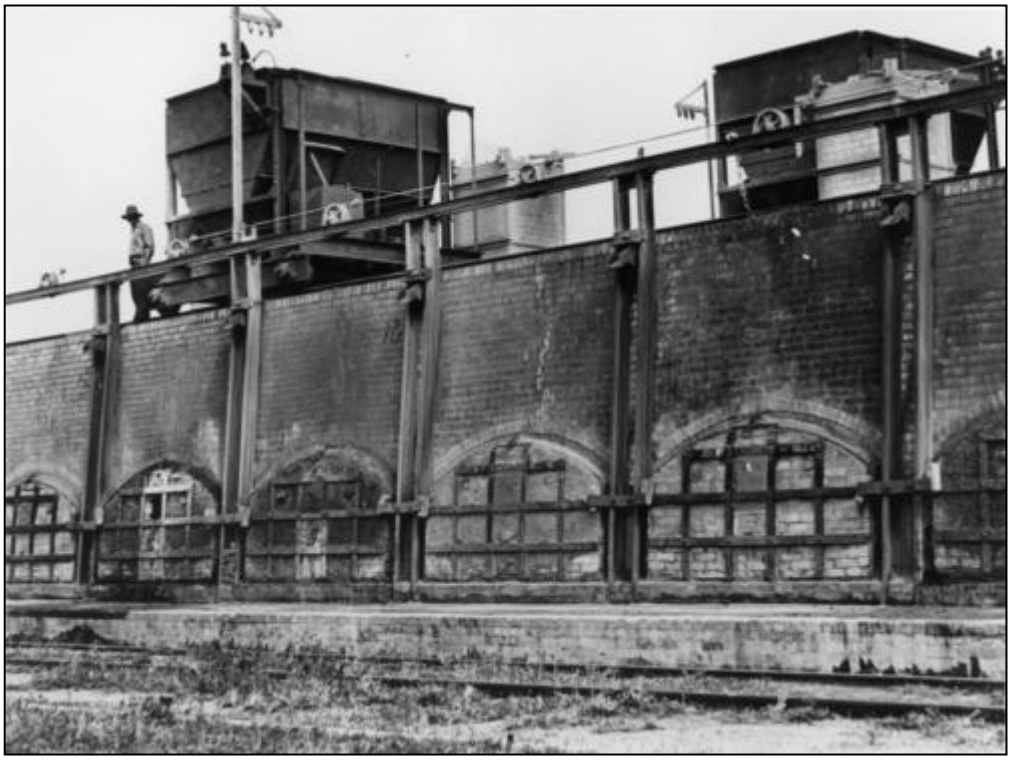


Figure 11: *Coke ovens, Bowen, 1935. John Oxley Library, 27149.*

3.4 Farming

3.4.1 Belyando

While the region's mining industry was integral to its development, farming continued to be viewed as the backbone of the Belyando district. Initially the early pastoral holdings in the district such as Peak Downs, Wolfang Downs, Bathampton and Huntly were used mainly to graze sheep, contributing to the rapid expansion of the Queensland wool industry in the early 1860s. However, the region's frequent dry spells meant the countryside was far more suitable to raising cattle. The lack of a ready beef market meant that the area's early pastoralists were reluctant to invest in the cattle industry. The domestic market was limited and it was not until the introduction of freezing technology in the 1880s that exporting meat became an option. This provided a catalyst for major investment aimed at both establishing new runs and increasing cattle stock on existing properties (Blake 2005: 19-20).

The closing years of the 1860s sharpened the struggle for land resumption from pastoral blocks and the granting of large commonages and reserves. In Clermont in particular it seemed it would be necessary to resume portions of the squatters' vast sheep stations so that the townspeople could graze their twelve hundred head of horses and cattle. Contention over this issue meant the

Queensland Parliamentary seat of Clermont remained hotly contested from 1867 to 1879 (Centenary Committee 1962: 38-39). In the 1880s and 1890s land in the district was resumed so that small blocks could be issued to selectors for agricultural development. In 1892 parcels of land of up to 640 acres that had previously been part of the Alpha station were opened up for conditional or unconditional selection. Alfred Lewis and his widowed mother-in-law, Lydia Rhodes, were the first applicants for leases (Cooper 2005: 21).

The earliest commercial agricultural operation in the district probably dates to the 1860s, when market gardens were established at the edge of Clermont by the Chinese to service the diggings (Stringer 1986: np). This revealed the soil's suitability for the growth of citrus fruits, root vegetables and maize, and later agricultural farms continued to grow these crops. However, on the whole during the late nineteenth and early twentieth century the region's agricultural blocks were used mainly to graze cattle and horses (Cooper 2005: 28-29). By 1898 small grazing farms had extended to the eastern tributaries of the Belyando River, including the area around Pebble Creek (Cooper 2005: 26).

Dairy farming led to the growth of small farming communities in the district. One of the earliest of these was the settlement of Douglas Creek. The first farmer at Douglas Creek appears to have been German-born Johann Christian Keune, who was quickly followed by the extensive Salmond and Chiconi families. Various generations of these clans worked different dairy farms in the neighbourhood. Most of these farms were milking about sixty cows a day. Butter would then be produced by hand to sell for one shilling per pound block – later one shilling and sixpence – to customers at Copperfield and Clermont. As the Douglas Creek farms were about eight miles from Copperfield and twelve miles from Clermont, after the milk had been laboriously stirred into butter cream pats it would be lowered into wells to keep it cold and hard before shipment. The colouring added to the salted cream to give it an attractive yellow hue remained a closely guarded family secret (O'Donnell 1989: 91). Dairying was also carried out to the north of Clermont from the 1880s by the Hatfield family on the Fleurs property, and a stone farm building on the site has today been placed on the Queensland Heritage Register (Queensland Heritage Register 2010: np).

As early agriculturalists cleared their farms of scrubland, a timber industry also developed in the region. The township of Birimgan, located seven miles west of Blair Athol, arose after the establishment of the Government Sawmill at this site. Originally known as the Blair Athol Sawmill, the timber milled was used to supply railway construction of sleepers and bridges. The mill itself had originally been built in 1908 at Taylor's Hill between Clermont and Blair Athol on the main line, but in 1911 was shifted to a new site in the heart of the hardwoods, a branch line being constructed

especially to service the mill. The population of the community peaked in 1918, at which time approximately 280 men were employed in the milling operation. In 1944, the mill was dismantled and moved to Clermont where it continued milling until March 1970 (O'Donnell 1989: 69-70).

Farmers in the Belyando district have faced numerous difficulties. Belyando pastoralists were embroiled in conflict in 1891 when Clermont became a centre of the infamous Shearers' Strike. On 5 January 1891, George Taylor, organiser for the Queensland Shearers' Union, informed station owners at Logan Downs that the shearers and rouseabouts would not continue to work under the present conditions dictated by employers. The station owners refused to hire them on other terms, so most of the men left to form a camp on Wolfang Creek. By the end of January 1891 the Central District Council of the Queensland Labourers' Union had formed a Strike Committee. When a group of non-union labourers arrived from Melbourne at the Clermont Railway Station on 11 February 1891 they were angrily confronted by unionists (Huf et al 1993: 182-183). In speeches back at the union camp labour leaders threatened to resort to kidnapping and fire-raising to have their demands met. Additional police forces were ordered to the disaffected area, followed by the Queensland Defence Force. After the strike was eventually suppressed twenty-six unionists were charged with conspiracy against the Queen, the whole episode setting the tone for Queensland's uneasy class relations over the next thirty years (Huf et al 1993: 190).

Pests such as prickly pear posed a more ongoing challenge in the region from the 1910s, the Belyando Shire Council at times having difficulty compelling farmers to clear their lands of the pest where the land recovered was seen as valueless. Natural disasters were also a recurring problem. Parts of the region, particularly Clermont, were subject to periodic flooding. Major floods caused huge setbacks to both farmers and townsfolk in 1870, 1893 and 1896. In 1916 a catastrophic flood occurred, destroying the township of Clermont so completely that in 1917 it was entirely rebuilt on higher ground. The 1916 flood claimed sixty-five lives, the second worst flood fatality count in Australian history.

Conversely, the lack of a decent water supply had been identified early on as a potential drawback to the region's development. The difficulties Clermont experienced during the decline of its goldfields in the late 1860s and early 1870s were compounded by some excessively dry seasons. The water shortage was so severe in 1900 that the feasibility of reticulating water from the deep shaft at the Wild Cat mine was investigated. That year cattle had to be watered at the Clermont Lagoon, an uncommon practice as lagoon water was normally reserved for domestic purposes (Stringer 1986: np). The dry years in the early twentieth century retarded the development of the region's agricultural industry, and also caused huge losses of stock on the pastoral runs (Cooper

2005: 31). The sandstorms that occurred during the droughts were also an annoyance. Eliza Newton recalled that in 1900 during her early years at Epping Vale, 193km west of Clermont, a sandstorm occurred that lasted for forty hours. Newton recalled that this was particularly hard on her mother, who was responsible for washing the white moleskins and shirts of all the stockmen on the station (Huf et al 1993: 141). A more serious consequence of the 1902 drought for station owners was the resumption and sub-division of vast tracts of land considered too cumbersome to be viable when labour and capital were limited (O'Donnell 1989: 13).

The First World War stimulated the district's pastoral industry due to the increased demand for beef and wool. New selectors were attracted to the region, and established runs prospered (Cooper 2005: 38). By 1927, the Kilcummin run supported 17 052 cattle, 1080 sheep and 408 horses (O'Donnell 1989: 119). Sheep stations profited hugely by the 1950s wool boom (Evans 2007: 213). Up to the First World War the agricultural development of the region was limited to a few farms growing crops of maize, English and sweet potatoes, pumpkins, melons, grape vines and oranges (O'Donnell 1989: 28-29). In the 1920s the demand for cotton led to an investigation of the area's potential for this crop's growth (Cooper 2005: 47-48). These plans seemed to have been abandoned when severe drought gripped the region in the late 1920s. The Government attempted to provide relief to settlers through the 1927 Land Acts Amendment Act, which also acted as an incentive to further expansion of the pastoral industry (Cooper 2005: 54). The development of better irrigation systems encouraged some citrus and sugar cane farming. Closer settlement schemes also encouraged dairy farming. One such scheme in 1957 meant that the original Kilcummin was divided into fifteen new properties ranging in size from five hundred to thirteen hundred acres (O'Donnell 1989: 119). Cattle and dairy farming have since remained major industries of the Belyando district.

Figure 12: *Chinese market garden at Sandy Creek during a flood. John Oxley Library, 191122.*

3.4.2 Bowen

Notwithstanding the importance of the region's coal fields and industrial growth in Bowen itself, the district of Bowen remained first and foremost a farming community. Whereas the dry interior of Belyando was well-suited to grazing sheep and cattle, the agricultural potential of Bowen was recognised early on. On the 25 May 1861, Dalrymple reported to the government that several farmers around the settlement had successfully cultivated vegetable crops, particularly potatoes, and that this first produce showed the "suitableness of the rich soil of the locality" for agricultural farming (Rees 2007: 123). Despite this, the pastoral industry dominated Bowen during the first twenty years of Bowen, and the cattle stations in the hinterland areas continue to be acknowledged as some of the most productive in Queensland (Rees 2007: 128).

In the 1880s and 1890s, dairying and horse breeding were also important industries. From 1886 to 1896, the Bowen district supplied almost all the butter consumed in northern towns through a butter factory at Adelaide Point. The Bowen Co-operative Dairy Company Limited wound down its operation in 1912 as dairying in North Queensland became more developed. During the Boer War over three thousand horses were shipped to South Africa from Bowen for the British mounted troops; many thousands were also shipped to India and Japan. The Clydesdales bred at Inverdon, just north of Bowen, were widely used on farms and at the Collinsville mines in the early twentieth century (Rees 2007: 128).

The first serious agricultural undertaking in Bowen was that of the Bowen Sugar Company, formed in 1865. As a result of this company's efforts the first commercial sugar was grown in Bowen in 1866 by J. F. Kelsey on a piece of country now know as the Delta. While Kelsey abandoned sugar growing in 1868, the crop continued to be grown in and around Bowen, with thirty tons of sugar and 2729 gallons of rum produced from the cane that year. The early success of sugar growing in Bowen encouraged the government to offer good terms for the purchase of land by cane-growers across the tropical littoral (Fitzgerald 1982: 237). The Hildebrandt brothers built a sugar mill on their land on the lower section of the Don River in 1883, although this was extensively damaged in the 1884 cyclone. Sugar cane production also flourished along the Burdekin River (Johnston 1982: 57). The climate of Bowen, drier than other coastal areas, meant that the quality of sugar cane grown was high (Rees 2007: 131).

This early sugar cultivation was only made possible by the extensive use of South Sea Islander labourers decoyed onto ships from the Solomons and Vanatu by the infamous 'blackbirding' system (Blake 2005: 57). The first boatload of South Sea Islanders arrived in Bowen in 1866, to be employed by James Hall Scott as shepherds on his property at Strathbogie, near Collinsville, as well

as on Kelsey's sugar plantation (Rees 2007: 94; 130). The area of the Lower Don, or Inverdon, was cleared by this imported labour, with numerous 'Kanaka' families living in grass huts and shacks around the mouth of the Don River ('Kanaka' is considered a derogatory term). Bob Moses Creek is named after a South Sea Islander of that name who lived at Inverdon (Rees 2007: 95). Other early Melanesian labourers in the Bowen district included Jimmy Kalip, Tom Barramines, Jimmey Dremos, Charlie Sandwich, Jack Barney, Charlie Wanum, James Womal and Harry Paul (Corowa 1991: 4).

Working conditions for the Islanders were difficult; the hours were long and the pay negligible. The 'Kanakas' were assigned the hardest tasks of clearing scrub and cutting cane; work considered too harsh for the white man's constitution in the tropical climate (Corowa 1991: 2). They supplemented their food rations by growing taros, yams and sweet potatoes (Rees 2007: 95). The trial of three Polynesian men in the service of James Hall Scott in 1868 revealed that beatings and floggings were common practice. Despite evidence of this, the men were returned to Scott's service under the tenets of the Master and Servants Act (Evans et al 1993: 170).

Notwithstanding objections from sugar growers who did not wish to lose their labour force, pressure grew during the 1890s for the deportation of these South Sea Island workers so that the jobs might be made available to Europeans. Deportations commenced in 1904 and were expedited by the passage of the Pacific Islander Act in 1906. A petition to King Edward VII -signed by over three thousand Melanesians – meant some South Sea Islanders who had established significant ties to the region were allowed to stay (Johnston 1982: 131). In the 1940s, James Womal's descendant Les Womal was still living at Inverdon and used his talent as a water diviner to assist in the construction of windmills (Rees 2007: 95). Tom Yassu, who was kidnapped with his brother to Bowen in the 1880s, also had many descendents who remained in the region into the twentieth century, for the most part taking seasonal work on tomato, sugar cane and sweet potato farms (Corowa 1991: 4).

The white labouring gangs who replaced the Melanesians on the cane fields demanded improved wages and conditions. However, many in the sugar industry were slow to accept that white workers expected better terms and conditions than had been provided to the South Sea Islanders under the indentured labour system. As a result sugar-workers went on strike in Queensland in 1911, protesting the poor conditions and also the use of Chinese, Italian and 'scab' labour. The workers used the strike to negotiate a thirty shillings a week minimum wage and a forty-eight hour work week (Johnstone 1982: 133-134). By the 1920s, as over-production led to increased government regulation of the sugar industry, sugar cultivation in the Bowen area had already declined (Rees 2007: 131).

Apart from sugar cane production, one of the main agricultural projects in Bowen in the 1860s was market gardening to supply the needs of settlers in the immediate vicinity. The first market garden was started in 1862 by Henry Muller to provide fresh vegetables at Port Denison (Rees 2007: 138). After the Chinese were attracted by the promise of gold in 1865, a number of Chinese market gardens appeared in 1866 (Rees 2007: 139). Small crop farming persisted in the area and was given a boost in 1910, when large estates along the Don River were divided into smaller holdings in order to allow the land to be more extensively cultivated for crop production. By 1911 a staggering variety of crops were being grown commercially in Bowen including maize, tobacco, calabashes, sugar-cane, cotton, pumpkins, melons, English potatoes, bananas, pineapples, oranges, custard apples, lemons, mangoes, cabbages, grapes, cucumbers and tomatoes (Rees 2007: 123).

Pineapples were first grown in Bowen in 1869 and were successfully exported to southern markets. In 1890, Sarah Hall Scott was growing pineapple crops at Inverdon to be shipped to Sydney and Darwin. James Matlby was another important grower in the region. It was reported in the Queensland Agricultural Journal of July 1911 that Bowen pineapples were celebrated for both their size and flavour. In the early twentieth century rough leaf pineapples were grown extensively in the area before being loaded into horse-drawn trailers for rail shipment to Sydney, taking five to six days to be delivered. Pineapples continued to be a commercial crop in Bowen until the 1950s (Rees 2007: 132-133).

Citrus growing was also extensively pursued in the Bowen district in the nineteenth century, with sizeable orchards belonging to the Hildebrandt brothers, William Lott, Robert Harrison Smith and John Wylie Wilson. By the 1890s, the Bowen district was famous for the production of citrus fruit, which was in demand throughout Australia. Then in the early twentieth century the industry was devastated by insect pests and the 1903 cyclone, with farmers turning to tomatoes, mangoes and other crops to recoup their losses. Today citrus fruit is only grown in Bowen for domestic consumption (Rees 2007: 136-137).

Figure 13: *Mandarin picking at the Hildebrandt Orchard. John Oxley Library, 26378.*

In 1906 Bowen was one of Queensland's main producers of tobacco. Richard Neville, Government Tobacco Expert, considered the land ideal for cigar leaf growing and succeeded in convincing many settlers to trial tobacco crops. Tobacco was grown quite extensively on the Mount Dangar estate in the 1930s, with crop yields as high as twelve hundred pounds per acre. However, tobacco growing declined and was eventually eliminated (Rees 2007: 134-135).

Tomatoes had been grown in the market gardens of Bowen from the 1860s, but it was not until George Kent of Woodlands was looking for a crop that offered a quick return after the devastation of the 1903 cyclone that tomato-growing really took off (Rees 2007: 140). In the 1920s and 1930s the tomato was a popular crop. By 1945 Bowen farmers were supplying tomatoes to the occupation army in Japan. In the 1950s and 1960s Bowen farmers experimented with different varieties of tomato and today Bowen is the largest tomato-producing area in Queensland (Rees 2007: 141). Apart from tomatoes, mangoes, first grown in the region on the Kensington property in the 1870s, have continued to be the district's most important crops (Rees 2007: 142-143). In the 1960s attempts were again made to grow cotton in the Inverdon area, however the expected industry never really developed (Rees 2007: 129). Other agricultural produce grown in the region today include cucumbers, pumpkins, melons, capsicums, sweet corn, beans, bananas and eggfruit (Rees 2007: 146-153).

As at the Belyando district, farmers in the Bowen area had to contend with a range of natural disasters. The first recorded cyclone in the area occurred on the 12 March 1864. Cyclones have continued to regularly cause damage in the district since that time. Frequently these cyclones also precipitated flooding, causing additional damage to crops and stock, as well as the loss of human life. At times the region has also been gripped by long years of drought (Rees 2007: 58-59).

3.5 Transport and Communication

3.5.1 Belyando

One of the main impediments to the development of the Belyando region was its isolation from the coast and from major centres of trade. Bounded by three hundred metre high peaks and rivers that were prone to flooding, movement across the terrain was extremely difficult. The tracks beaten to Rockhampton in the 1850s and to Bowen in 1860 were rudimentary and haphazard, sometimes following earlier pathways that had been made through the scrub by Aborigines. Later tracks extended west to places like Aramac (Cooper 2005: 7).These became the first stock routes in the region, used to move thousands of head of cattle and sheep onto the pastoral runs. Later, they were used to transport bales of wool and other produce back to the ports for export to the

southern markets. The wagons used to transport cargoes of wool - and eventually coal - could be pulled by teams of as many as fourteen horses or bullock. The routes tended to keep to the water courses in the region so that the livestock, as well as those driving them, could be watered. When the routes flooded, detours had to be found to higher ground (Stringer 1986: np). By 1934 Clermont lay on one of the three main trunk stock routes in Queensland, part of the Near Western Route that extended to Eastmere, Bowen Downs, Prairie, Einasleigh, Georgetown and finally to the Gulf (Pullar 1995: 32).

According to Margaret Pullar, Queensland's stock route network was the most complex and extensive in Australia, but its development was casual and unsystematic (Pullar 1995: 31). In Belyando and other western districts the lack of irrigation along these routes could be a problem, and attempts were made by the Government from the 1880s to improve conditions along the tracks. Grazing boards were established in central and western Queensland by the 1930 Grazing District Improvement Act in order to improve stock routes. These boards were abolished in 1933 and their responsibilities handed over to the local authorities. In 1935 the Irrigation and Water Supply Branch of the Department of Lands commenced a policy of providing water facilities along the stock routes. Authority over the stock routes was transferred to the Minister for lands under the 1936 Stock Routes Improvement Act. Today the basic legislation controlling stock routes in Queensland is the 1945 Stock Routes and Rural Lands Protection Act. In the 1950s and 1960s repeated surveys of the stock routes were conducted and an intensive programme of improvements was initiated (Pullar 1995: 37-38).

The paths of the stock routes were also made use of by Cobb & Co. Coaches, and hotels sprang up along the track to service coachmen (Huf et al 1993: 172). These tracks eventually became the first roads in Queensland. When the Belyando Division officially came into existence under the 1879 Divisional Boards Act, one of the first priorities of board members was to develop the region's transport infrastructure. Landholders comprised a clear majority of members, and the building and maintenance of roads used to transport stock was seen as essential to the development of the emerging pastoral industry (Cooper 2005: 9).

Early roads tended to follow the original tracks, but roads constructed later on generally kept to the tops of ridges where there was good drainage and minimum construction and maintenance requirements. However, these newer roads had the disadvantage of being bumpy and rocky. The road from Clermont to Rockhampton was so arduous and hard to navigate that each edition of the newspaper published the landmarks along the way that travellers were to follow. As cars became more common, a well known trick of survival was to tie the back of the car to a tree to keep it

from falling off the road in the slippery mud. The Peak Downs Highway, linking Clermont and Mackay, remains notoriously dangerous. Due to these treacherous conditions, rail continued to be the preferred mode of travel to and from the district for many years. Conditions have only slowly improved since the Main Roads Board was set up in 1920 (Stringer 1986: np).

While the long hauls to port must have been approached with some trepidation, regular movement amongst the settlements of Belyando itself was more common. An open wagon drawn by four horses and seating ten to twelve people travelled twice a day between Copperfield and Clermont when Copperfield was booming. Both men and women rode horses to visit neighbouring properties. In the 1890s, Rose Harris of Clermont was reputedly the only woman saddler in Australia, having learnt the business from her father. In this decade there was also a great boom in cycling, as rural workers found that bicycles were faster, cheaper and less trouble to maintain than horses. In 1911 Clermont citizens could buy a Red Bird bicycle for £16 10s. or a Ruby Rim for £12 10s (Stringer 1986: np).

The construction of the railway line was a much anticipated event. Work on a branch line between Emerald and Clermont that would link Clermont to the main line between Rockhampton and Longreach was begun in December 1882. The railway to Clermont was completed and was opened with much ceremony by Premier Samuel Griffith in February 1884 (Centenary Committee 1962: 54). In the same year the township of Alpha was also linked to the rail (Cooper 2005: 9). The main cargo transported from the Belyando district was sheep and wool. The service was not very reliable – there were frequent complaints of the train running up to three hours late – but it did provide thrice weekly contact with Rockhampton. During the drought in 1902, the trains carried 110 000 gallons of water to Clermont each week. There was agitation in Clermont in 1902 for the line to be extended to Blair Athol, to allow the transportation of coal, ironically for use by the railway. The line to Blair Athol was finally established in 1910 (Stringer 1986: np). The railway line between Clermont and Emerald was updated and strengthened between 1951 and 1957 (Centenary Committee 1962: 55).

Figure 14: Blair Athol Railway Station, 1950. John Oxley Library, 201156.

Belyando's isolation was also tempered by communications development. The first tender was called for a mail run from Clermont to Beaufort in June 1866 (Cooper 2005: 2-3). The Clermont Post and Telegraph Office opened in 1866 and mail was received by Cobb and Co. coach from Rockhampton twice a week. Ten years later the coach was superseded by a utility. News could be obtained from the local newspaper, the Peak Downs Telegram. Charles Hardie Buzacott established the newspaper in 1864. The paper was published variously as a weekly and a bi-weekly until 1897, from which time it ran as a bi-weekly. It was continued as the Clermont Telegram until 1981(Stringer 1986: np).

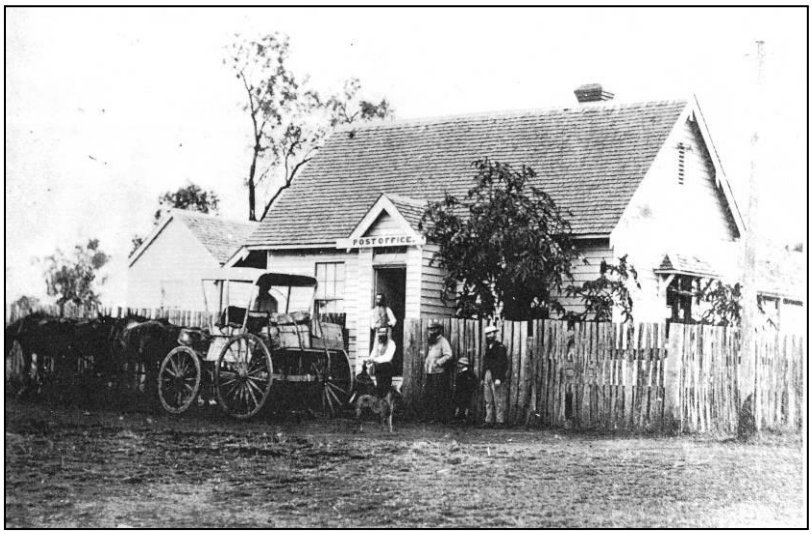


Figure 15: *Clermont post office, 1876. John Oxley Library, 60522.*

3.5.2 Bowen

Bowen's coastal position meant it differed from Belyando in terms of transportation, possessing as its major centre an important port town in Bowen. This provided clear advantages to farmers whose properties lay close to Bowen. A jetty was first built in Bowen in 1865 to handle the busy arrival of supplies and immigrants to Port Denison. In 1872 the jetty was infested with wood rot and had all but disintegrated by 1875, neglected upon the realisation that Port Denison's trade was in decline and Bowen was not going to emerge as the centre of the north (Fitzgerald 1982: 281). The jetty was eventually rebuilt in the 1880s. Bowen remained an active port, stalled only briefly by the strikes of waterside workers in the early twentieth century. The jetty was expanded in the 1930s for increased coal and meat exports (Rees 2007: 22-24). In June 1981 the Queensland Government approved arrangements for the development of deep water port facilities north of Bowen at Abbot Point, designed to assist in the export of six and a half million tonnes of steaming and coking coal per year. The Port of Abbot Point commenced operation on 25 February 1984. The Ports Corporation of Queensland (PCQ) assumed ownership and control of the port in July 1993.

Since December 2007 the PCQ has expanded the capacity of the Abbot Point coal terminal in order to transform it into one of Australia's leading ports (Zonta Club 2009: 93-94).

Figure 16: *Bowen Jetty, 1904. John Oxley Library, 143588.*

While not as remote as the properties in the Belyando district, the stations on Bowen's hinterland often experienced their own difficulties in transporting stock to and from the port. For the first fifty years of its existence, Bowen depended on horse carriages and bullock wagons for overland travel, and horses and sulkies for local transport (Rees 2007: 25). These followed the routes blazed by Dalrymple and other pioneers of the region, such as Nathaniel Buchanan of Bowen Downs. Nathaniel Buchanan set out from Sydney to find a practicable route for loaded drays, herds of cattle and mobs of sheep from Port Denison to the runs on the Bowen Downs in November 1861. Buchanan transported sheep along this track in 1865; severe drought, exhaustion and attacks by native dogs led to the death of at least 10 000 of the 35 000 sheep procured for the run. Native stockmen, more familiar with the bush terrain, often accompanied pastoralists on these journeys.

Buchanan's track became the main stock route across the west from Port Denison, crossing the Suttor River above Mt. McConnell and following the Cape River. It was described by Edward Palmer as consisting of 'poor country with a good deal of spinifex and poison bush' (Palmer 1903: 115). The main north bound stock route followed the Bowen River settlements crossing Pelican Creek, through Somalia Run, then to the Bogie, and across to the Burdekin River and up to the Clarke and Lynd Rivers (Pullar 1995: 32). In the 1960s the route marked out by Buchanan from Winton to Bowen, via Mt. Douglas and Mt. Coolon, was gazetted a Beef Road (Jones 196?: np).

Hotels were necessarily established along these routes to serve as changing stations and provide food and accommodation, although this could be of very ordinary quality. The Bowen River Hotel was a well-known venue constructed on the supply route to Central Western Queensland. This hotel began operations in 1865 on a sheep and cattle run named Heidelberg that was established by Phillip Sommer in 1862. When Sommer departed to take up land in Charters Towers, the homestead he had built was used by publican George Burnes to serve thirsty travellers. The hotel was originally called the Heidelberg Inn (Queensland Heritage Register 2010: np).

The construction of the Bruce Highway in the 1930s allowed travel from Bowen to coastal towns in the north and south by car rather than by boat or train. However, the Bruce Highway was often impassable during the wet seasons, as were other roads until the major access routes were sealed. Until the high level Don River Bridge was built in 1973, the Bruce Highway was often cut off in times of flood. The first car was brought to Bowen from Mackay in 1909 in celebration of the fiftieth anniversary of Port Denison (Rees 2007: 25). Cars, particularly the model T Ford, were being used by the 1920s on the Collinsville coalfields to supplement the horse teams (Bowen Shire Council 1972: 3). However, horse or horse and buggy continued to be the preferred method of travel in the area for many years (Rees 2007: 25). Following the Second World War road improvement provided a significant source of employment to many locals, particularly around Merinda (Zonta Club 2009: 55). Today the Bruce Highway passes through the western outskirts of Bowen (Rees 2007: 25).

Figure 17: *Arrival of the first motor car in Bowen, 1909. John Oxley Library, 25317.*

A railway linking Bowen to the western hinterland had been surveyed as early as 1883. The proposed Haughton Gap rail line was planned to give hinterland pastoralists the shortest direct access to the harbour at Port Denison, however funds for the line were diverted to the Townsville-Ayr connection. A railway line between Bowen and Bobawaba, north of Bowen, was opened in 1888, but progress on the line was suspended at Bobawaba for over twenty years. The northern link to Townsville was finally completed in 1913. The first rail excursion from Bowen to the Burdekin River occurred in 1912 (Rees 2007: 26). On occasions in the wet season, the Burdekin River would submerge the rail bridge at Home Hill, halting all rail traffic north (Zonta Club 2009: 35). To the south, the Bowen-Proserpine Tramway Board was formed in 1908, and the line was opened in 1910 (Rees 2007: 26).

Rail linked Collinsville to Bowen via Merinda in 1917. Various government delays meant that the final link in Queensland's north-south line was not completed until 1923, when the gap between Mackay and Proserpine was closed, joining Bowen to the southern network. Initially the Bowen Railway Station was constructed in Dalrymple Street, for easy access to sea transport. It was then moved to the outskirts of Bowen in 1921, but today the main Railway Station has been demolished, and passengers board the train at a new station further out of the town (Rees 2007: 26).

The first aeroplane which landed in Bowen was an AVRO 504K biplane, touching down in 1920. In 1930 the Southern Cross was flown and landed at the Bowen racecourse by Charles Kingsford Smith. The Bowen Aerodrome was opened in 1937, and this facility became crucial to the Australian war effort during the Second World War. During the war Bowen was used as a base for the RAAF, hosting two squadrons of Catalinas and the Catalina Flying Boat Maintenance Unit (Zonta Club 2009: 89). The stationing of the Air Force in Bowen generated a lot of income for the town, although it also created some resented when the pilots 'pinched' girls off local boys (Zonta Club 2009: 14). Today there is no commercial air service to Bowen, although light planes can land at the Bowen airport (Rees 2007: 27).

Communications were established in Bowen with the opening of the Bowen Post Office in Dalrymple Street in 1865. The mail was conveyed by pony express and by coaches, which ran weekly to the Burdekin and Bowen River areas. Horses were changed at hotels along the route (Rees 2007: 28). In later years Les Woodhouse would do the mail run on horseback from Bowen, to the Sportsman's Arms Hotel at Police Camp, then on to Pretty Bend and Roma Peak where he would stay overnight. An avid reader, Woodhouse would read as he rode along. As he had trouble keeping his place in the book, he would tear out pages once he read them and throw the page on the ground, leaving a paper trail through the bush (Zonta Club 2009: 52). In 1937 the Post Office

was moved to the corner of Herbert and Powell Streets (Rees 2007: 28). The first telegraph line reached Bowen in 1866, although it would be periodically cut by hostile Aborigines, who used the wire to tie their spears (Zonta Club 2009: 28). The first newspaper to be published in Bowen was the Port Denison Times and Kennedy District Advertiser in 1864, with several other newspapers soon in operation (Rees 2007: 28-29).

3.6 Community Development

3.6.1 Belyando

By the 1880s the main township of Belyando, Clermont, had been transformed from a shanty town into a settled centre of business and the hub of a thriving community. Commerce was booming with a number of smaller businesses operating along Drummond Street including drapers, fancy goods and fruit and vegetable shops, butchers, jewellers, larger general stores, a furniture and undertakers shop, soft drink factory, saddler and baker, and livery stables (Stringer 1986: np). Banking began in Clermont in 1872 with the opening of the Bank of New South Wales (Centenary Committee 1962: 88). As timber was plentiful in the surrounding hills, the main buildings in Clermont and the other smaller settlements were constructed from wood (Stringer 1986: np).

As in other towns that had developed around a goldfield, hotels were in abundance in Clermont. By 1900 there were eight hotels to cater to a population of around fifteen hundred people. Some of these were very grand edifices, in particular the Commercial, which when it was rebuilt in 1899 boasted two plumbed bathrooms (Stringer 1986: np). The hotels in Copperfield lent it a reputation as a wicked mining town, the only available pastimes for men said to be drinking and gambling. Hotels also dotted various tracks in the district, and these backwater areas also attracted a number of sly grog shanties (Centenary Committee 1962: 88). Later recreation was provided by horse racing, sports competitions, exhibitions and visiting circuses. Dances were also held regularly at Clermont, Douglas Creek, MacDonald Flat, Copperfield and Bathampton Hall (Finger 2003: 14).

The Clermont State School was opened in July 1867 under Simon Munro with an enrolment of sixteen pupils. By 1900, 222 pupils and six teachers occupied a by then four-roomed school. A secondary school was established in 1959 (Centenary Committee 1962: 78). In November 1893 the Blair Athol Provisional school opened under Mary Ann Derrett, and a kindergarten class was added in 1918 (O'Donnell 1989: 82). A state school opened at Black Ridge in July 1906, but had closed by 1921 (O'Donnell 1989: 74-78). Schools were also opened at Douglas Creek in 1884, at The Springs in 1887 and at the milling town of Birimgan from 1917 (O'Donnell 1989: 69-70; 111). A school that opened at Miclere in 1941 was later moved to Kilcummin (O'Donnell 1989: 100-105). The school at

Bathampton, established in 1891, caused a fluster in the Department of Public Instruction in July 1901 when the community nominated a Chinse man, Joseph Ah Sam, for membership of the school committee. The Crown Solicitor was asked for his opinion on whether a Chinese man could legally sit on such a committee, and he ruled there was no impediment to such an appointment. Bathampton State School closed on 20 August 1950 (O'Donnell 1989: 65-66).

Figure 18: *Clermont State School, 1905. John Oxley Library, 19895.*

Police detachments were patrolling the district by the early 1860s to protect squatters from Aborigines, with a barracks established three miles upstream of Jeremiah Rolfe's Pioneer Station (Centenary Committee 1962: 9-10). A permanent camp was established at the banks of the Clermont Lagoon in 1862 (Centenary Committee 1962: 74). Police stations were opened at Copperfield in 1871 and Mount Douglas in 1890 (Centenary Committee 1962: 74-75). In addition to the Native Mounted Police, another special police faction was deployed in the Belyando area to escort gold safely to Rockhampton. These police escorts were responsible for the safe movement of 37, 259 ozs. of gold between 1873 and 1883, before being terminated that year (Centenary Committee 1962: 74). Scandal erupted in 1867 when Gold Commissioner Thomas John Griffin, former Clermont Police magistrate, murdered the other troopers escorting a gold payment from Rockhampton to Clermont and stole the money. Griffin was subsequently executed (Centenary Committee 1962: 34-37). Common crimes dealt with by police in the district related largely to cattle stealing and sly grog selling (Centenary Committee 1962: 75).

The first body of government in the district was the Provincial Council, which held its initial meeting on 12 March 1867. The original members of the Council were Henry de Satge, Robert McMaster, Charles Buzacott, Rodrick Travers, William Woodhouse and Dr Spiridion Candiottis. The first order of business was to discuss the necessity of building a dam to relieve the then drought-stricken countryside. The Provincial Council was soon replaced by the Municipal Council. N. Reimers, John Winter and Charles Buzacott were elected for the Clermont ward and W. B. Steel, John Mackintosh and George Porter for the Copperfield ward (Centenary Committee 1962: 19).

Power was first made available in the district by the Clermont Electric Authority in 1930. A small Diesel Driven AC Power House was installed by the Clermont Town Council at a cost of £11 500. The plant was upgraded in 1953 when a 450 H. P. gas-cum-oil engine, and a coal burning gas producer were installed. The same year a 33 KV line was built from Clermont to Blair Athol to supply power for the township and two open cut mines (Centenary Committee 1962: 105). Clermont's original water supply came from the Clermont Lagoon, and also wells built in the town. Water carriers hawked water around town. In 1957, a reticulated water scheme was put into service by the Belyando Shire Council, at a cost of £102 000. The reservoir constructed is eighty-two feet high, and has a capacity of three hundred thousand gallons (Centenary Committee 1962: 107).

3.6.2 Bowen

As the first town established north of Rockhampton, Bowen quickly became a hive of commercial activity, setting up shops to supply all sorts of provisions to nearby farm-workers, and later to miners. In 1861, Donald Bell was the first of many shopkeepers to retail goods in the burgeoning township (Rees 2007: 46). Early shopkeepers and Chinese market gardeners used to deliver fresh produce to some outlying neighbourhoods, continuing this practice into the 1960s. The first bank opened in Bowen when a branch of the Australian Joint Stockowners Bank was established in February 1863 (Rees 2007: 47). By the 1880s a number of locally-made brick homes and buildings had been built, but none of these survived the 1884 cyclone as the mortar lacked the addition of cement. Although these buildings were suitable to the temperate climate, they could not withstand the area's cyclonic winds and tropical rain. Timber buildings therefore predominated (Rees 2007: 34).

By 1862 there were at least eight hotels at Port Denison. The North Australian Hotel, which obtained its liquor licence in 1862, has the longest continuously held liquor licence in North Queensland. Hotels also sprang up along routes where they could serve as changing stations for horses on mail and passenger coaches. The Don Hotel was located ten miles north of town. The

Bowen River Hotel, restored by the National Trust in 1976, lay on the route to the Collinsville mines (Rees 2007: 49-50). For other entertainment Bowen also had its own annual Show week, and Ashton's circus was a regular visitor to the area. Bowen's swimming baths, known as the Jetty Baths, came into existence well before 1900 (Zonta Club 2009: 32). In Collinsville entertainment was to be had at the Pioneer Theatre, which featured a boy soprano act and spoon playing, and later at the Collinsville Picture Show. St Patrick's Day celebrations and May Day parades were also important events in Bowen, Collinsville and surrounding settlements (Zonta Club 2009: 9-10).

The first doctor in Bowen was a Dr Walter Stephen Smith, who arrived in the township in 1864. Great distances were traversed to seek medical help. One of Dr Smith's first patients was a victim of an alligator attack at a cattle station near Bowen, the man travelling eighty miles to the township to have his leg amputated at the hip. Medical services were very basic in the absence of a hospital. When a South Sea Islander employed by Robert Harrison Smith at Inverdon was bitten by a tiger snake, he was laid up to recover in Bourners Hotel (Rees 2007: 48). By 1865 he Kennedy District Hospital had been erected (Rees 2007: 17). During the Second World War the hospital took in patients brought down from New Guinea, usually suffering from malaria or dysentery (Zonta Club 2009: 26).

The first minister to arrive in Bowen was the Reverend James Read of the Presbyterian Church in December 1863. The first church to be built, the Holy Trinity Church, belonged to the Church of England and was begun in 1865. The Salvation Army set up headquarters in Bowen in 1897 it took as its mission the ministering to of the South Sea Islander community. The Army built a grass hut on Inverdon Road to conduct services and called people to worship by blowing on a conch shell (Rees 2009: 44).

Bowen State School opened in April 1865 under head teacher Daniel Canon Macgroarty. By August seventy-seven pupils were enrolled (Zonta Club 2009: 4). The school was destroyed in the 1884 cyclone, and two separate schools were constructed in its place, The Boys School and The Girls and Infants School (Zonta Club 2009: 5). With the passing of the 1875 Queensland Education Act requiring regular attendance of all school-age children a number of small rural schools were opened in the surrounding area. The Melrose Provisional School, situated on the property of Sydney Yeats, opened in 1873, and the Merinda State School in 1898. The Don Delta State School and the Roseville State School both opened in 1913 (Rees 2007: 42). At the Roseville School, situated on the road to Collinsville, children enjoyed camel rides provided by travelling Afghans who would regularly visit the school (Zonta Club 2009: 6). The Euri State School was established in 1915, followed the year after by the Eden Lassie State School at Longford Creek. The Inverdon or Bells

Gully State School was opened in 1922 (Rees 2007: 42). Early excuses given for absenteeism at the Bells Gully School included 'minding the baby', 'out looking for the horse', 'no bread for lunch' and 'fishing'. The Guthalungra State School opened in 1948 (Zonta Club 2009: 6).

George Dalrymple was appointed the first Police Magistrate in 1860. A small lockup and a temporary Court House were built in 1863, but the lockup was burned down soon after. Detained prisoners were chained to logs or fence posts. One prisoner reportedly carried his log to one of the hotels, fronted up to the bar, and ordered a drink. The most sensational crime to occur in the district happened at Mt. Coolon in August 1918 when Thomas Coolon refused to accept the court's decision that he had forfeited the Mt. Coolon Reward claim and shot four men who had arrived to work the lease before turning his gun on himself. The incident attracted police from Bowen, Merinda, Ukalunda and even Clermont (Centenary Committee 1962: 68-69).

The Bowen Municipal Council, created on 7 August 1863, was the first municipality to be established in North Queensland. Francis Clarke was elected as the first Mayor and Robert Harrison Smith was appointed the first Town Clerk. In 1880 the Wangaratta Divisional Board was formed to act as the controlling authority for the area outside the municipal boundaries of Bowen, extending from south of Home Hill in the north, to Bloomsbury in the south. (Rees 2007: 17). Bowen holds the distinction of being the only district in Australia to elect a Communist Party Member to a parliamentary seat. Bowen elected communist Fred Patterson to the Queensland Parliament in 1944. The district re-elected him in 1947 (Rees 2007: 20).

Electric power first became available in the township of Bowen in September 1925. By the 1950s many of the district's farmers operated battery-powered generators for electricity (Rees 2007: 36). A water supply was first mooted for Bowen in 1865, but this service was not provided until 1911, after much badgering of the Queensland Government and many conferences with experts. Reservoirs were built in Bowen and Mt Nutt for the town water supply. Prior to this water was sourced from the Don River, and severe water restrictions were imposed during droughts. Since 1991, the reticulated water supply for Bowen-Queens Beach has been supplied from the Peter Faust Dam on the Proserpine River, via a seventy kilometre pipeline (Rees 2007: 37).

As with other coastal communities in northern Queensland, by the early twentieth-century Bowen represented one of the most racially diverse regions in Australia. Nineteenth-century immigrants to Bowen came mainly from the British Isles, Germany, Scandinavia, China and the South Sea Islands, but during the twentieth century there was also an influx of immigrants from the Mediterranean (Rees 2007: 23). Early residents recall gypsies passing through the area, camping in the scrub and calling at nearby properties to obtain hot water (Zonta Club 2009: 12).

As at Clermont, an Aboriginal fringe camp eventually developed on the outskirts of Bowen. Today, the Giradula people have an office in town to serve the indigenous population (Rees 2007: 7).

4.0 Desktop Survey Results

This chapter provides information about the desktop survey and methodology that was used to identify the location of sites and places of cultural heritage significance in the Study Area. It also examines the potential for sites and places of significance that were not identified during the desktop survey which are likely to exist within the Study Area.

The results of the desktop survey enable the development of a predictive strategy by providing guidance as to the types and possible locations of sites and places of cultural heritage significance located within the Study Area.

4.1 Methodology

The Study Area forms a long corridor extending from the Alpha Hancock mine to Abbot Point, west of Bowen. It is therefore necessary to establish the width of the proposed corridor for the purposes of determining the location of, and potential for, sites and places of cultural heritage significance. A width of 5km in total was used for this assessment, which is taken from the proposed centre line of the project corridor. Though the actual rail corridor is likely to be smaller in width, and the direct impact corridor only 30 metres in width, the potential for impact on sites and places may extend beyond the immediate rail corridor, particularly during the construction phase.

The identification of the potential non-Indigenous cultural heritage resources within the Study Area (in addition to identified sites and places listed on heritage registers) was based on historical research, an analysis of historical plans, aerial photographs, review of heritage listings, and consultation with a number of local historical societies and museums. This enabled an initial assessment of the Alpha Hancock Coal mine to port Study Area known to be of historical interest and the development of a predictive model for the types and places of heritage significance that have the potential to be present in the Study Area. This methodology forms part of a purposive (as opposed probabilistic) sampling strategy that will be utilised during the field investigations to be undertaken in the supplementary EIS phase.

A number of other sources were utilised, including the Department of Mines and Energy's Interactive Resource Tenure Map (discussed in more detail below). These enabled the identification of further sites and places of potential cultural heritage significance within, or in close proximity to, the rail corridor. These will be the focus of further assessment during phase two field survey.

4.2 Limitations and Constraints of the Assessment

The principle limitation and constraint of this desktop report is that field survey of the Study Area has not yet been undertaken. Consequently, it has not yet been possible to ground truth the register search results, consultation or the potential places identified within the Study Area. A field survey will be undertaken in October 2010 as part of the supplementary EIS reporting and the results of this survey presented in the phase two report.

4.3 Desktop Assessment

4.3.1 Register and Database Searches

In addition to contextual research and field survey, this report has completed a series of register and database searches for the Study Area, including consultation with:

- The Australian Heritage Places Inventory, including the National Heritage List, Commonwealth Heritage List and former Register of the National Estate;
- The Queensland Heritage Register;
- The Queensland National Trust Register; and
- The Barcaldine, Isaac and Whitsunday Regional Council Heritage Registers, including the previous planning schemes for:
    - Jericho Shire Council;
    - Nebo Shire Council;
    - Belyando Shire Council; and
    - Bowen Shire Council.

The following places of cultural heritage listed on a statutory or non-statutory registers were found within the Study Area (Table 4.1).

Table 4.1: *Results of heritage register and database searches.*

Location	APHI	QHR	Local	QNT
Strathmore Homestead		√		
Old Bowen Downs Road (in part), Bowen Downs Rd, (between Strathmore and Mt Douglas[1])	√			√

[1] According to the Register of the National Estate entry, "Traces of the old road begin at Strathmore Station". See http://www.environment.gov.au/cgi-

It is important to note that a number of places not currently listed on a statutory or non-statutory heritage register are considered likely to exist within the Study Area, including places of potential historical heritage and/or archaeological potential, requiring further assessment under the provisions of the *Queensland Heritage Act 1992*. Phase two of the cultural heritage assessment proposes for field survey to identify such sites.

4.3.2 Consultation

4.3.2.1 Local Historical Societies

Consultation with the following local historical societies was conducted as part of the research and methodology development for this assessment during July 2010. Their assistance is acknowledged with gratitude:

- Fred Brady, Bowen Historical Society;
- Ann Oakes, Nebo Shire Museum;
- Eric Allen, Clermont & District Historical Society Museum; and
- Irene Clews, Alpha Historical Society.

The purpose of the consultation was to discuss in general the origins and history of key settlements located along the proposed corridor and important historical themes for the relevant districts.

Key historical themes outlined in Chapter 3.0 were confirmed during consultation. No additional historical themes were identified. No specific sites or places of potential heritage significance were identified in addition to those noted in the register searches and described further in the sections below.

4.3.2.2 Landowners

Specific landowner consultation is to be undertaken during phase two works. However, landowner consultation was undertaken for the Alpha Hancock Coal mine and some of that consultation is relevant to this report.

The mine terminus of the proposed rail corridor is located in the property of Surbiton, which was established in the 1860s. Consultation was conducted with the current owner of Surbiton South, Andrew Donaldson. The consultation provided additional information about coach route hotel sites (part of the former Clermont to Aramac coach route that operated in the nineteenth

bin/ahdb/search.pl?mode=place_detail;search=place_name%3Dold%2520bowen%2520downs%2520road%3Bkeyword_PD%3Don%3Bkeyword_SS%3Don%3Bkeyword_PH%3Don%3Blatitude_1dir%3DS%3Blongitude_1dir%3DE%3Blongitude_2dir%3DE%3Blatitude_2dir%3DS%3Bin_region%3Dpart;place_id=100405 (accessed 5 August 2010).

century). Information was also provided that indicates the original site of Surbiton is located further to the north in Surbiton (the entire area was once part of Surbiton). No specific sites were identified during this consultation, but the potential for sites of cultural heritage significance was established.

4.3.3 Other Sources

4.3.3.1 Potential Sites

Liaison with DERM stakeholders revealed a previously reported but unqualified place [Sutter Aboriginal Camp] within the Alpha Project mine to port area, that may have non-Indigenous cultural heritage value. There is generally very little information on this site other than its name and location (coordinates). The location of this site is shown on Figure 19.

Field surveys of these sites will be undertaken during phase two to establish if this potential site exists and whether it contains any cultural heritage significance and if so, the nature of this significance.

4.3.3.2 Interactive Resource Tenure Map

The Queensland Department of Energy and Mines (DME) maintains the Interactive Resource Tenure Map (IRTM). The IRTM enables the user to search and display mining tenure and exploration information. In particular, it is possible to search and display historic mining leases. The information is generally limited to the last 100 years and therefore excludes mining activity in the nineteenth century. However, it provides some ability to determine the location of historic mining leases and potential mines that are located in the Study Area.

The IRTM was consulted in relation to the proposed rail corridor and any sites within the Study Area were noted. No sites of relevance to this desktop assessment were noted during the review.

4.4 Summary of Desktop Assessment

Three non-Indigenous places of cultural heritage significance were identified to be within the Study Area during the phase one desktop survey. These include:

- One site [Strathmore Homestead] is listed on the Queensland Heritage Register and the former Bowen Shire Council heritage register;
- One site [Old Bowen Downs Road] is listed on the Register of the National Estate and Queensland National Trust register; and

- One site [Suttor Creek Aboriginal Camp] was identified within the Study Area as a potential cultural heritage site.

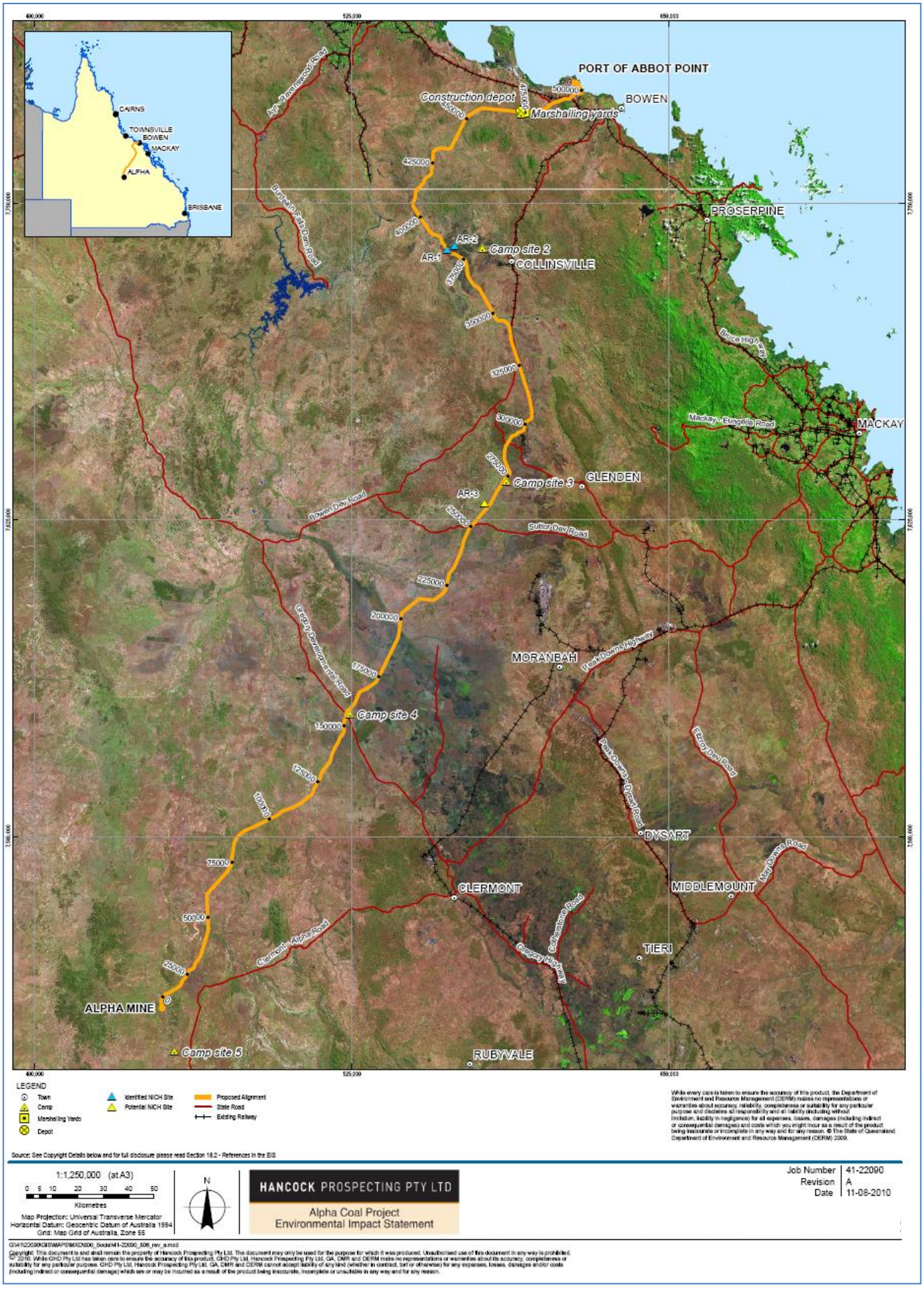
No historic mining leases were identified within, or in close proximity, to the Study Area from the IRTM.

Site locations are summarised in Table 4.2 and in Figure 19.

Table 4.2: *Summary table of desktop survey results for Alpha Coal Project non-Indigenous cultural heritage*

ALPHA HANCOCK COAL MINE TO PORT RAIL PROJECT: NON-INDIGENOUS HERITAGE SURVEY RESULTS				
Site No.	Name	Location (WGS84 Zone 55K		Description
		Easting	Northing	
AR-1	Strathmore Homestead	565410	7733202	Homestead complex c1860s. Includes the main residence, kitchen and utility section wing, laundry and toilet block, office (former school house), slab hut and additions, staff quarters (former teacher's residence), meathouses, cottages, station oven, station sheds and outbuildings, garage, cattle yards, stables, swimming pool, private zoo, weir and cemetery.
AR-2	Old Bowen Downs Road (beginning Strathmore Homestead)	562398	7731653	Part of supply route to Central Western Queensland and route to Bowen Downs Station, a prominent nineteenth and twentieth century station northwest of Aramac. Potential for evidence of early road construction and artefactual material. (Larger alignment which intersects the corridor at co-ordinates provided).
AR-3	Suttor Creek Aboriginal Camp	577270	7631615	Potential site identified from consultation with DERM. Requires further investigation.

Figure 19: *Identified non-Indigenous cultural heritage sites*



4.5 Potential for Further Cultural Heritage Sites

4.5.1 Cultural Heritage Sites

At approximately 540km, the Alpha Coal mine to port rail EIS Study Area is vast. However, the number of heritage sites identified from the desktop survey [3] was not substantial. The historical context (Chapter 3.0) set out a number of key historical themes that describe the Study Area. These are:

- Early Exploration and European Settlement;
- Mining;
- Farming;
- Transport and Communication; and
- Community Development.

Considering these themes, the two cultural heritage sites identified by this report can be represented as:

Table 4.1: Identified cultural heritage sites and their related historic theme

Site No.	Name	Historical theme/s
AR-1	Strathmore Homestead	Early Exploration and European Settlement
AR-2	Old Bowen Downs Road	Early Exploration and European Settlement; and Transport and Communication

Due to the size of the Study Area, its remoteness in places, and the lack of representation of expected historical themes, the Study Area is considered likely to contain a greater selection of potential sites across the Study Area than the three currently identified. Field work and landowner consultation during Phase Two of EIS reporting has been planned to cater for the potential for further sites in the Study Area.

In particular, the rail corridor crosses numerous former (and likely current) pastoral stations and mine leases. It is therefore likely that associated sites and places (such as homestead complexes and related infrastructure and mines and related infrastructure and/or machinery) are present in the Study Area and may be identified during the field survey.

It has previously been identified in the EIS assessment for non-Indigenous cultural heritage matters for the Alpha Coal Mine area that an historic coach route from Clermont to Aramac was located in part of the mine Study Area and may be impacted by the mine to port railway. However, there appears to be a general absence of roads, including coach routes, in historical sources for the remainder of the rail corridor Study Area. The exception to this is Old Bowen Downs Road, near Strathmore. Nonetheless, given the large number of pastoral stations and potential mining activity in or near the Study Area, there is potential for evidence of early road construction and camp sites associated with travel between stations and mines. Moreover, a network of stock routes criss-crossed the Study Area. There is potential for camp sites utilised by stockmen from the nineteenth and twentieth centuries.

Although no specific sites or places were identified for the historical theme of Farming, potential exists for such sites closer to Bowen and the coastal region, particularly related to sugar cane. This might include cane barracks and evidence of a Pacific Islander presence (principally in the sugar industry). Evidence of a Chinese presence in the landscape (such as market gardens and places of worship) may also be present throughout the entirety of the Study Area, as Chinese people were present throughout much of Queensland from the mid-late nineteenth century onward. The potential is further reinforced by the presence of mining activities, including gold mining.

There is also potential for early telegraph lines and survey trees. In particular, the rail corridor crosses part of Ludwig Leichardt's exploration route in 1845 on the Suttor River.

4.5.2 Archaeological Potential

The term 'archaeological potential' is defined as the likelihood that a site may contain physical evidence related to an earlier phase of occupation, activity or development. This term is differentiated from 'archaeological significance' and 'archaeological research potential', which are more subjective statements on the value of the archaeological resource.

There is a clear potential for archaeological remains to exist across the Study Area, due to its relatively large size and remote nature in places. Any other sites or places identified during field survey may also possess archaeological potential, although the extent of the potential cannot obviously be gauged until the proposed field survey is completed.

5.0 Significance Assessment

The Alpha Hancock Coal Study Area has a layered history reflected in a variety of physical and intangible elements and embodies a range of values which vary in their levels of significance. This section assesses the heritage values and significance of the site at a number of levels in order to establish a baseline for the Project to manage those values.

5.1 Determining Cultural Heritage Significance

Assessing cultural heritage significance against set criteria is a widely recognised method of achieving consistent, rational and unbiased assessments. A range of standards and criteria are available to assist with determining cultural heritage significance. The following sections discuss *The Burra Charter: The Australia ICOMOS Charter for the Places of Cultural Significance 1999* and incorporate aspects from the recognised legislative frameworks, such as the *QHA (and subsequent amendments).*

5.1.1 The Burra Charter

The Burra Charter guides cultural heritage management in Australia. First adopted in 1979 by Australia ICOMOS (International Council on Monuments and Sites), the charter was initially designed for the conservation and management of historic heritage. However, after the addition of further guidelines that defined cultural significance and conservation policy, use of the charter was extended to Indigenous studies.

The charter defines conservation as 'the processes of looking after a place so as to retain its cultural significance' (Article 1.4). A place is considered significant if it possesses aesthetic, historic, scientific or social value for past, present or future generations (Article 1.2). The definition given for each of these values is as follows (Articles 2.2 to 2.5).

> ***Aesthetic value*** *includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.*
>
> ***Historic value*** *encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all of the terms set out in this section. A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.*

Scientific research value *of a place will depend upon the importance of the data involved, on its rarity, quality or representativeness, and on the degree to which the place may contribute further substantial information.*

Social value *embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.*

Additionally, Article 26 of the Charter notes that other categories of cultural significance may become apparent during the course of assessment of particular sites, places or precincts.

5.1.2 State Heritage Criteria

The *Queensland Heritage Act* provides the framework for the following assessment and statement of significance for considering items and places of cultural heritage values, based on the Burra Charter. Under Section 35 (1) of this Act, a place may be entered in the register if it satisfies one or more of the following criteria:

(a) If the place is important in demonstrating the evolution or pattern of Queensland's history;

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

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

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

(e) If the place is important because of its aesthetic significance;

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

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

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

In addition, under section 60 of this Act a place may be entered in the Queensland Heritage Register as an Archaeological Place if the place:

(a) is not a State heritage place; and

(b) has potential to contain an archaeological artefact that is an important source of information about Queensland's history.

In applying the assessment criteria, both the nature and degree of significance of the place need to be identified, with items varying in the extent to which they embody or reflect key values and the relative importance of their evidence or associations.

The assessment also needs to relate the item's values to its relevant geographical and social context, usually identified as either local or state contexts. Items may have both local and State significance for similar or different values/criteria.

Statutory protection of heritage places (i.e. by local and/or state governments) is usually related to the identified level of significance. Items of State significance may be considered by Department of Environmental Resource Management for inclusion on the Queensland Heritage Register.

5.2 Significance Assessment for Cultural Heritage Sites

5.2.1 Schedule of Identified Sites and their Significance

The following identified sites of non-Indigenous cultural heritage significance exist across the Study Area.

Table 5.2: Alpha Coal Project Individual Sites of non-Indigenous Cultural Heritage Significance

Site ID	Description	Significance
AR-1	Strathmore Homestead	State
AR-2	Old Bowen Downs Road	Potentially State[2]

5.2.3 Further Assessment of Potential Heritage Sites

This report concluded in Section 4.0 that there is a clear likelihood for further potential sites of cultural heritage significance to exist within the Study Area, including Suttor Creek Aboriginal Camp [Site A-3] previously identified. A field survey will be undertaken in October 2010 to cater for potential heritage sites located in the corridor. These results will be incorporated into the phase two report outlined in Section 1.4.

[2] The Old Bowen Road requires further assessment during Phase Two. Until such time the site is assumed to possess state significance levels.

6.0 Proposed Development

6.1 Nature of Development

Hancock Prospecting Pty Ltd (Hancock) proposes to establish a mine to port railway extending from the Alpha Hancock Mine, approximately 440km west of Rockhampton, in central Queensland, to Abbot Point, approximately 5km west of Bowen.

6.2 Potential Impacts on Cultural Heritage

Potential impact on recognised and potential cultural heritage sites by the project will generally be in the nature of removal of the ground surface and sub-surface disturbance, vegetation clearance related to the construction of the railway and the development of associated infrastructure, and the consequent destruction and/or removal of the structures/features which form the non-Indigenous cultural heritage of the area. Whilst this assessment has considered a Study Area which is 5km in width (2.5 km on each side of the centre line of the proposed rail corridor), impact has been defined to exist within a corridor which is 30 metres in width (15 metres on each side of the centre line of the proposed rail corridor).

This report has considered the impact on environmental values of all rail construction activities relating to the development and operation of the mine site and associated infrastructure and utilities.

6.3 Project Impact on Sites and Places of Cultural Heritage Significance

Following analysis of the proposed Projects nature, and the proposed impact corridor of 30 metres outlined in Section 6.2, the following conclusions are provided in relation to known sites of non-Indigenous cultural heritage:

Table 7.1: *Project Impact on Sites and Places of Cultural Heritage Significance within the Study Area*

Site No.	Name	Site Type	Significance Rating	Impact
AR-1	Strathmore Homestead	Identified	State	No Impact. (Outside the 30M impact corridor)
AR-2	Old Bowen Downs Road	Identified	State	No Impact. (Outside the 30M impact corridor)
AR-3	Suttor Aboriginal Camp	Potential	N/A	No Impact. (Outside the 30M impact corridor)

6.4 Project Impact on Potential Sites and Places of Cultural Heritage Significance

Due to the size and scale of the project, there are likely to be further sites which are potentially impacted by the Project. Recommendations to mitigate project impacts on potential sites of non-Indigenous cultural heritage are provided in Section 7.

7.0 Management Measures

This assessment has identified two known and one potential non-Indigenous cultural heritage sites within the vicinity of the Study Area of which none are directly impacted by the project. Due to the size and scale of the Project however, there is a clear likelihood for further potential sites of cultural heritage significance to exist within the Study Area, and therefore be potentially impacted by the Project.

This section provides general mitigation recommendations to manage unknown and unexpected historic cultural heritage sites located within the Alpha Coal mine to port rail Study Area that may potentially be impacted, as no sites are directly impacted by the Project. Assuming the recommendations below are suitably implemented, this report finds the nature and level of impact by the project can become acceptable.

7.1 Recommendation 1 – Avoidance of Sites

The best form of cultural heritage management is to avoid impact on sites and places of significance. It is recommended that the design of the Alpha Coal mine to port rail Study Area take into account each of the heritage sites and places discussed in this report, and, where possible, avoids impacting on these sites, or if this is not possible, implements the relevant mitigation measures as recommended in this report.

7.2 Recommendation 2 – Field Survey of the Corridor

This report has completed the first phase of desktop assessment required for the Alpha Coal Project in relation to the location and management of historic cultural heritage sites for the rail corridor EIS. From this assessment, it is deemed highly likely that further sites and places of cultural heritage significance exist. For this reason, targeted field survey is required and will be undertaken during phase two of the EIS assessment, planned for October 2010.

The results of this assessment will be incorporated into an updated Field Survey Report and incorporated into the supplementary EIS reporting for non-Indigenous Cultural Heritage, including site specific mitigation measures should it be found that potential sites are found to be impacted by the project.

7.3 Recommendation 3 – Alternate Rail Corridor Routes

This assessment is based on alignment information for the proposed rail infrastructure which is current at August 2010. Should the proposed alignment vary by more than 1km from the current centre line, further assessment will be required in these areas.

7.4 Recommendation 4 – Places of State Significance

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

Should any works need to be conducted in these areas they will be governed by Part 6 of the *Queensland Heritage Act 1992* and a qualified heritage consultant should be engaged to advise on mitigation measures. Any works which may potentially disturb these sites will require a project specific Statement of Heritage Impact Report which considers available options for the project to mitigate impacts on cultural heritage significance during all phases of the project and includes approval from the DERM through the IDAS.

7.5 Recommendation 5 – Places of State Archaeological Significance

State significant archaeological sites require special consideration under the provisions of the *Queensland Heritage Act 1992*, as they represent a heritage asset that has potential to contain an archaeological artefact that is an important source of information about Queensland's history. Avoidance of these sites should be practised and all staff made aware of their location. If a place is registered on the QLD heritage register, development at that place will fall under Queensland's Integrated Development Assessment System (IDAS). As a result, the DERM may require an archaeological investigation to be conducted on an archaeological place as part of the consent conditions, particularly if the proposed development may damage or impact the significance of the site. The DERM defines archaeological investigations as "*physical investigations of a place carried out by professionals qualified for investigating, recording or conserving archaeological artefacts at a place*".

7.6 Recommendation 6 – Locally Significant Sites

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

7.7 Recommendation 7 – Unexpected Finds

This report has found that the Study Area has clear potential to contain historic cultural heritage material, and of a wide and varied nature.

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

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

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

7.8 Recommendation 8 – Archaeologist "On-Call"

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

7.9 Recommendation 9 – Regular Monitoring

The project should undertake a bi-annual survey of all heritage items identified on Hancock owned or leased land (i.e. land on which Hancock operates), or on land directly affected by current operations, to ensure that the general recommendations outlined above and those for individual heritage items are being followed and having a positive effect. Any damage to items can be catalogued and actions taken to ensure that the process suitably protects cultural heritage in these areas in the future.

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