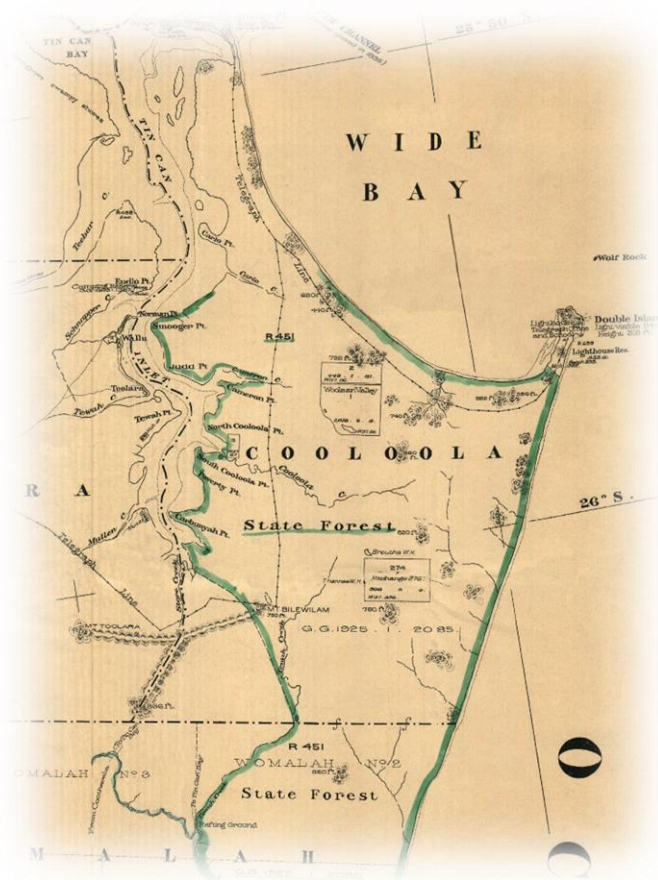


Cooloola and its hinterland



Ron Turner

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Self-published by Ron Turner, East Deep Creek,
Gympie, Queensland. 4570.

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Designed and layout by John Huth

Front cover images

Left – 1890 Forestry map of the northern Cooloola area. Department of Natural Resources and Mines Archives.
Top – Horses and buggy near Inskip Point on Wide Bay beach. Photo: Queensland State Archives.
Centre – Horse and sled on northern beach at Double Island Point. Photo: Australian Maritime Safety Authority.
Bottom – Horses and sled at Double Island Point lightstation. Photo: Australian Maritime Safety Authority.

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The early development of Rainbow Beach township with Carlo Sandblow in foreground, Inskip Point in the centre and Fraser Island at the top – November 1982. Photo: B. Thomas.

About the author

Ron was born in Geelong, Victoria, in 1936. During the war years he developed a love of the outdoors, and adventure. After completing an apprenticeship in metal trades, he moved to New Zealand in 1956 and worked for the New Zealand Forest Service. After three and a half years in the Southern Alps focussing on noxious animal control, hut building and track maintenance, he returned to Australia. His love of the mountainous terrain in New Zealand focused his attention on environmental management.

Ron and Yvonne were married in 1961 and two weeks later, he joined the Victorian National Parks Authority. Over the next 17 years he worked as a Ranger at Wilsons Promontory, Fraser and The Lakes national parks. In April 1978, they moved to Queensland where Ron joined the relatively new Queensland National Parks and Wildlife Service (QNPWS) as District Ranger.

At Gympie, he found himself in the middle of ongoing competing demands and unresolved issues concerning sand mining, logging and tourism. He was admirably placed to observe first-hand the ultimate protection of the whole of the Cooloolool area as National Park. He then transferred to Moggill, Brisbane in 1990 working in the Wildlife Branch of QNPWS.

He retired from the QNPWS in 1995 after a total of 35 years' service in Victorian and Queensland National Parks. It was during these years that he developed his interest in history.

Since retirement, Yvonne and Ron enjoy spending time on their fourteen-hectare property near Gympie. Interest in history continues with volunteer work for QPWS and caretaking two Queensland lighthouses. In 2019, they produced free eBook *Lighthouses of Australia*. This is available on the Royal Society of Queensland website, of which Ron is a member.

Acknowledgements

Over the years many people have helped me uncover parts of Cooloolool's rich history. I am indebted to Geoff Brittingham, Queensland Parks and Wildlife Service (QPWS) Regional Director Sunshine Coast-Fraser Region, and to Ross Norman, Senior Spatial Information Officer, of Department of Natural Resources and Mines (DNRM), both of whom kindly allowed access to the relevant archival files. Unless specified the maps in this book have been copied with the kind permission of the QPWS or DNRM.

I am most grateful to those many unnamed public servants, current and retired, who assisted and encouraged me to write of my experiences in Cooloolool.

I hope that today's managers of the Cooloolool area will, through the reading of this book, have a better understanding of history of the unique land-form of which they are custodians. Also, I am keen that the history recorded here should be made available to the general public and to future generations.

Local historians Elaine Brown and Sylvia Bannah provided invaluable ongoing assistance, advice and encouragement.

Alan and Jean Backhouse and the late Jack Bacon provided me with a valuable hands-on picture of their lives working in the forests of Cooloolool.

Lincoln Doggrell kindly gave many insights into the life of his late father, Reg Doggrell.

Thanks to Sonny Chaplin, a long-term professional fisherman, for information on the naming of the Double Island Point crossings and to Dick Pegg, a retired Forester, for providing the biographical information of Don Markwell and Jack Carr.

All photos are my own, unless acknowledged. I am most grateful to the many people who allowed me to use their photos, especially Barbara Thomas who generously allowed use of her Cooloolool photos now deposited in the State Library of Queensland.

Alan Backhouse kindly provided the poem *The Timbercutter's Lament*.

Thanks to John Huth for his enthusiastic assistance in bringing my manuscript to a reality and for writing the explanatory notes.

Lastly, I wish to thank my wife, Yvonne, without whose life-long support my interests would not have materialised.

Ron Turner – September 2020

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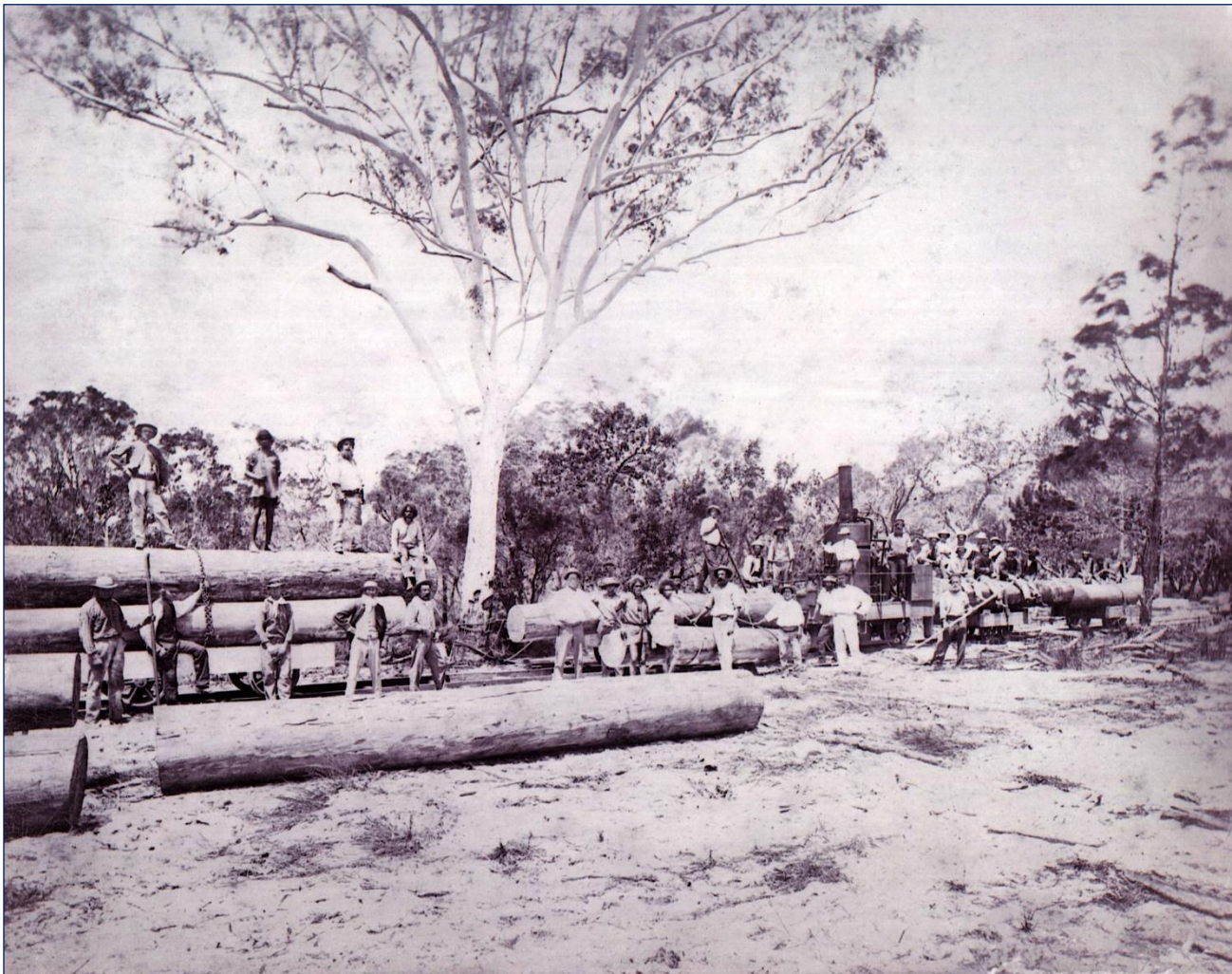
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The opening of the Cooloola Railway – October 1873. Photo: Queensland State Archives.

Explanatory notes

Log volume

Prior to 1973 log volumes were measured in super feet hoppus. In this book log volumes are shown in cubic meters: 1 cu m = 329.7 super feet hoppus.

Widgee Shire Council

The Widgee Shire ceased to exist in November 1993 when it was merged with the City of Gympie to form the Cooloolool Shire Council. Since 2008, it is known as the Gympie Regional Council.

Logging area (LA)

The following definition of a logging area is taken from an old Forestry Department plantation register:

A logging area is a permanent management unit with well-defined boundaries. Boundaries are usually based on topography involving the whole or part(s) of a particular watershed. A logging area is generally served by a main access and subsidiary roads.

National Parks

In the early 1930s, the Head of the Sub-Department of Forestry made the Secretary of the Sub-Department responsible for the general administration of the Parks as part of his overall duties. The National Park Rangers (and later, the Forester) reported directly to the Secretary and not to the District Forester within whose District a National Park was situated. In 1964 a position of Forester National Parks was created. This position controlled the only three National Park Ranger positions: Atherton, Mackay and Brisbane. Syd Curtis was the first Forester appointed to the position—Forester-in-Charge, National Parks.

In January 1964 Alan Trist who was Deputy Conservator for many years was appointed Conservator. Although, there had for some years been a separate National Park Section as part of the internal administration of the Department, Trist, who was sympathetic to the National Park cause recommended that the National Parks section be elevated. In 1972 he proposed that the National Parks section be headed by a classified position at the same level as the most senior District Forester positions. Alan Gardner was appointed to this position.

DNRM

The Department of Natural Resources and Mines. The department that was at one time responsible for National Parks. The Department currently responsible for National Parks is the Department of Environment and Science.

Forestry

From about 1860 to 1900, Forestry was under the control of the Department of Public Lands without any direct chief officer. The control of timber rested with local Crown Land Agents. From 1900 to 1905 Forestry was under the control of the chief officer having the title of Inspector of Forests. In November 1905 the title changed to Director of Forests. In mid-1921 the forestry branch became The Queensland Forest Service. Between 1924 and 1933, the Queensland Forestry Service was controlled by a Provisional Forestry Board. The three-person Board, headed by a Chairman (who was also the Director of Forests), reported to the Minister for Public Lands. In 1932 Forestry became a sub-department within the Department of Lands and with the passing of the Forestry Act in late 1957, it became a Department in its own right. With the amendments to the Forestry Act in 1959, the Board ceased to exist and on 1 August 1960 the title of the Director of Forests was changed to Conservator of Forests. A major change occurred in 1989 when the Forestry Department was restructured and became the Queensland Forest Service within the Department of Primary Industries. Although no longer autonomous it retained all the functions and responsibilities of the former Department.

QNPWS – QPWS

In June 1975, after nearly 70 years, Forestry Department administration of National Parks in Queensland drew to a close. The National Parks from the Forestry Department and the Fauna Conservation Branch from the Department of Primary Industries were amalgamated to form the Queensland National Parks and Wildlife Service (QNPWS). The service operated as a sub-department responsible to the Minister whose portfolio included National Parks. In December 1998, Marine Parks and Conservation Strategy were amalgamated with the QNPWS and the Service became the Queensland Parks and Wildlife Service (QPWS). The QPWS was a business division for the Department of Environment and Science.

Introduction

About twenty years after I retired, I became aware of some old files relating to the Gympie Forestry District. After seeking the relevant approvals, I sought access to these files. This was the start of my journey on a pathway of discovery learning more of my favourite National Park, Cooloola, now part of the Great Sandy National Park.

In a Forestry Department internal report on Cooloola in 1976, Research Forester Paul Ryan gives a good overview of the Cooloola area. I consider this to be an excellent summary and part of it is reproduced here as an introduction to this book.

The Cooloola sand mass is a triangular complex of giant sand dunes and lesser undulating sand hills roughly bordered by Tin Can Bay Inlet to the north, Noosa River to the west and south and east to the Pacific Ocean.

To the west of the Noosa River lies the area referred to as the Como Scarp which forms the western watershed of the Noosa River. This area between the escarpment and the Noosa River is included within the sand-dune system and also falls within the generic description of the name Cooloola.

The Teewah Coloured Sands form the seaward faces of a triangular escarpment which rises abruptly at a general gradient in excess of one in one from just above the high-water mark. This escarpment is approximately eight kilometres wide at its northern end and extends southwards for approximately 40 km.

There is evidence that the Cooloola sand mass existed as an off-shore island. Subsequent uplifting of the floor of the Noosa Valley then drained the marine passage and connected the sand mass to the mainland leaving the Noosa River in place of this earlier marine passage.

The Noosa River drains the Como Scarp and much of the sand mass. The wallum areas of the Noosa Plain lie between the Noosa River and the giant sand dunes to the east and the Como Scarp to the west.

Rainfall over the Toolara-Cooloola region is 1250 mm to 1500 mm per year with parts of Cooloola in excess of 1625 mm.

Logging of the forests had commenced by the 1870s, particularly the evergreen vine forests yielding kauri pine (*Agathis robusta*) hoop pine (*Araucaria cunninghamii*) and white beech (*Gmelina bichardtii*) as well as some hardwood stands of blackbutt (*Eucalyptus pilularis*), tallowwood (*E. microcorys*), turpentine (*Syncarpia glomulifera*) and red mahogany (*E. resinifera*).

Most of the Cooloola ecosystems hence developed as a result of and are dependent on fire. Severe wildfires have occurred in all seasons of the year. Fire suppression is extremely difficult due to lack of access and the nature of the terrain. Many past fires have originated from other than natural causes and this risk increases with increased recreation use of the area.

Large areas of exotic pine plantations border the escarpment. Toolara was formerly the operational hub for the management of the whole coastal area now, in the main, designated as National Park.

This book outlines the influence of white man on the area with his varied attempts to exploit or utilize its resources. I consider that the Forestry Department managed the area well under their statutes and, if State Forest lands were not subject to sand mining, some of the area may still be providing timber resources in perpetuity. The file record shows how the composition of the forests have changed.

Of the 35 national parks in Queensland that I had a responsibility for, Cooloola has held a special interest for me. I was interested to get a greater understanding of its economic and social history. I was also keen to learn more of early land use—graziers and long-term timber production—and the influence of the decisions of Widgee and Noosa councils in relation to land-use issues. A review of old files has piqued that interest and revealed the early struggles between private enterprise and the public good with, up to the 1960s, a largely disinterested, un-enlightened public on the sidelines. This changed dramatically when sand mining companies asserted a right to mine the area, and the MV *Cherry Venture* was left stranded on Teewah Beach in July 1973. Public attention was focussed on the area as never before.

Increasing demands for varying and frequently conflicting land use then led to the rise of considerable controversy over the future of the area. The last Australian application to the Privy Council in England finally resolved the issue of mining in the area, leading to the setting aside of 23 030 ha as Cooloola National Park in 1975, but the various protagonists were still not satisfied.

One glaring deficiency is revealed in the file record. We, the public, do not know what the original inhabitants saw in Cooloola's forests. A few examples of the magnificent trees in the Kin Kin area are recorded for posterity—before the area was reduced to poor quality farmland. I can only speculate at the size of the timber resource in northern Cooloola by drawing a parallel with nearby Fraser Island. Regrettably, no person living will see and enjoy trees approaching the former majesty of those early giants that grew in the Cooloola area.

The early Europeans

The first white people to walk the Cooloola sands were absconders from the harsh treatment of the Moreton Bay penal colony, or were shipwreck survivors.

In May 1836, the 351-ton Brig *Stirling Castle* was wrecked on Swains Reef (off Rockhampton).¹ The discovery of some survivors on Bribie Island triggered a search for others. A rescue party of soldiers and convicts was guided by John Graham, a former escaped convict who had lived with Aboriginals in the Cooloola area and spoke their language. They located a few survivors including Eliza Fraser, the wife of the ship's captain, James Fraser. Fraser Island is named after James and Eliza Fraser.

Although John Graham was recognized as the official rescuer, some doubt was introduced when, in 1842, another escaped convict, David Bracewell—who was still living with Aboriginals in the area and known by them as “Wandi”—told of his involvement with the rescue. Bracewell and Eliza fled from a camp close to a bora ring, probably near Poverty Point, entering the waters of Tin Can Bay. Turning south, they made their way along a creek with “brooks and pools”, probably Carland Creek (formerly called Store Creek), sheltering overnight “in the rocks”—possibly in the vicinity of Wandi Waterhole Camping Area along the Cooloola Wilderness Trail. Next day, they reached Lake Cootharaba, possibly at Fig Tree Point, and proceeded on to exposed rocks on the beach near the present day Teewah Village.



Carland Creek with one of its 'brooks and pools'.

In 1842, free settlers focussed on exploitation arrived in a “five-oared, mongrel kind of whaleboat”. The leader of the party, Andrew Petrie Snr had recently seen his first majestic kauri pine, in the Mooloolah River valley. He later recorded these trees growing on Fraser Island and near the mouth of the Mary River.

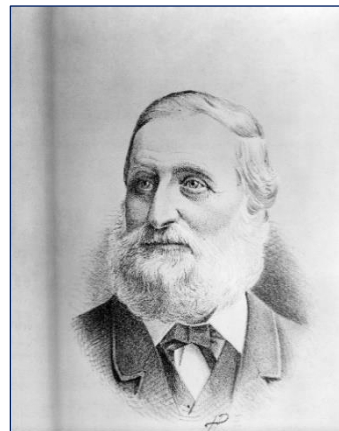
A fortuitous meeting occurred when this party met Bracewell and learned of his involvement in Eliza Fraser's rescue. During the same trip another absconder, Scottish convict James Davis, was encountered during exploration of the Mary River. Davis lived with a local

Aboriginal tribe and was given the indigenous name of “Durramboi”.

When Queensland separated from the colony of New South Wales in 1859 it was in a near destitute situation. This parlous financial position accelerated the need to exploit the discoveries in the Wide Bay area. Other explorers set out overland to capitalise on those resources. By 1862, the first timbermen were cutting red cedar in the Kin Kin Creek area.

Pre-eminent among the many early timber men to operate in the Cooloola area was William Pettigrew, a Scottish immigrant who arrived in 1849 aboard the 608-ton Barque *Fortitude*. Unable to obtain work as a surveyor, he was employed by Dr Simpson at the Government Station, “Woogaroo”, Brisbane (near Wacol). He spent three years here doing general farm duties: fencing, raising of crops, hay-making, etc. He also carried out some survey work and accompanied Dr Simpson on several exploration journeys in the local district including the Brisbane Valley. In October 1852, he left “Woogaroo” and established a steam-operated sawmill in Brisbane drawing timber from the areas that he travelled while at “Woogaroo”.² Some timber was also sourced from the Caboolture and Deception Bay areas.

In August 1862 Pettigrew and Tom Petrie travelled by steamer to Maryborough in search of timber. They located large stands of kauri pine (*Agathis robusta*) on Fraser Island, and in the Susan River and Tin Can Bay areas. This find led to Pettigrew purchasing some land on the bank of the Mary River just downstream from Maryborough and on which there were stands of kauri pine. In October that same year he set up a partnership with his foreman, William Sim, and established a sawmill and settlement at Dundathu (“dundathu” being the indigenous word for kauri pine). Logs were sourced locally and were also rafted from Cooloola, and adjacent areas, via the Sandy Strait to sawmills at Maryborough.



Portrait of William Pettigrew – 1880s. Queensland State Archives.

¹ Andrew and Mary Petrie and their children: Andrew Jnr, Walter, Daniel and Thomas, arrived in New South Wales 11 October 1831 on this same brig.

² This was the first steam-operated sawmill in Queensland.

Double Island Point

Fundamental to any land use in the Cooloola sand mass is the need to understand its creation. Soils are very shallow being derived from plant detritus accumulated over thousands of years and are easily degraded or destroyed.

The source of the sand is to be found in the coastal ranges of New South Wales and southern Queensland. Flooding rains transport eroded material to the ocean where longshore currents pick it up and annually transport an estimated 500 000 tonnes of sand northwards along the coast.

Soil scientists from the Commonwealth Scientific and Industrial Research Organisation have postulated that the changes in ocean levels over time has caused the sand to be carried inland across the area by the prevailing south-easterly winds. This inland movement has occurred during at least eight different time periods spanning many thousands of years creating today's high dunes. East of the Noosa River, the dunes are pure sand with a high point of 225 m at the Cooloola Sand Patch.

Double Island Point lightstation

Wolf Rock, two kilometres off Double Island Point, was not deemed as dangerous to shipping as the extensive reefs and islands a little further north. It was not until 1884 that the Double Island Point lighthouse was built for the Queensland government, with three accompanying cottages on the cliff top. It is important to note that the station was almost wholly dependent upon aid supplied by sea for its existence.

Australia's Federation in 1901 came with an agreement that the proposed new Commonwealth government would assume control of coastal lighthouses.³ In 1915, the headland was surveyed and became Commonwealth territory (Commonwealth Lighthouse Reserve 699.) The initial area of 144 ha may seem large, but security of access from either side of the isthmus was vital.

Depending on the weather, supplies of food and stores were brought ashore on the north-western side of the peninsula. Alternatively, supplies came by a buggy drawn by two horses from a pilot station at Inskip Point. The buggy was housed near where the old fishermen's huts were built in the 1960s. Tracks were opened from either side of the headland for a horse and sled to convey stores up to the station. A telephone line was erected through the forest and over the isthmus dunes and connected to the station in 1885; this route, the Telegraph Track, is still in partial use for vehicles. In 1886, a school was opened for children living at the station. After World War One, some mail and supplies came from Tewantin along Teewah Beach by motorised vehicle to the toe of the headland.

The lightstation boatshed and the first of Page's huts were built close to a freshwater spring near the lagoons. The two huts were inundated by a large mobile sand dune. The causes of the sand movement are obscure but local stockmen grazed large numbers of cattle on coastal areas initially as drought agistment, then by Forestry lease. In addition, there were up to four lightstation horses and numerous wild brumbies. After World War Two, the Commonwealth Lighthouse Service was supplied with a four-wheel drive vehicle; subsequently a network of vehicular tracks was developed over the headland. Erosion across the isthmus was exacerbated by unrestricted usage of large numbers of private four-wheel drive vehicles. In the 1970s the Queensland National Parks and Wildlife Service was very concerned at the potential impact of severe weather events that could result in the ocean cutting across the isthmus. In 1986 all vehicular tracks except for the Leisha track were closed; this was improved with the surface being hardened using a wooden corduroy system

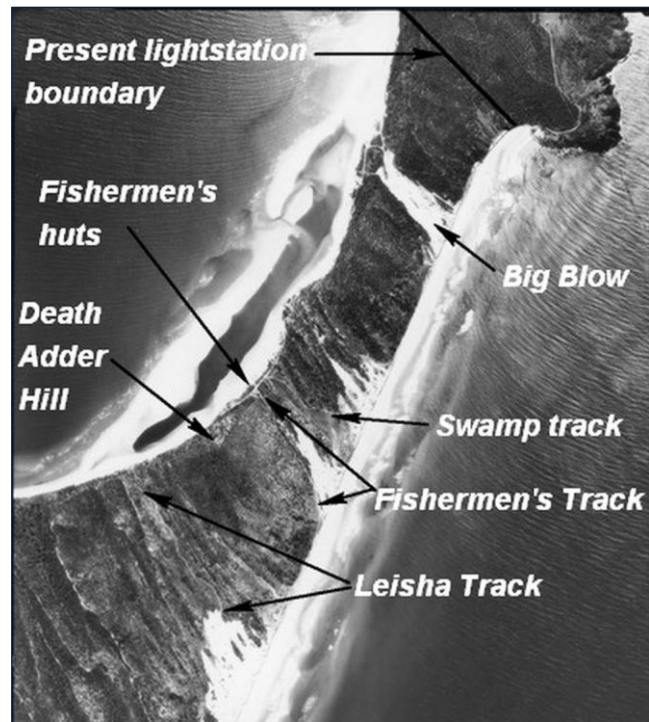
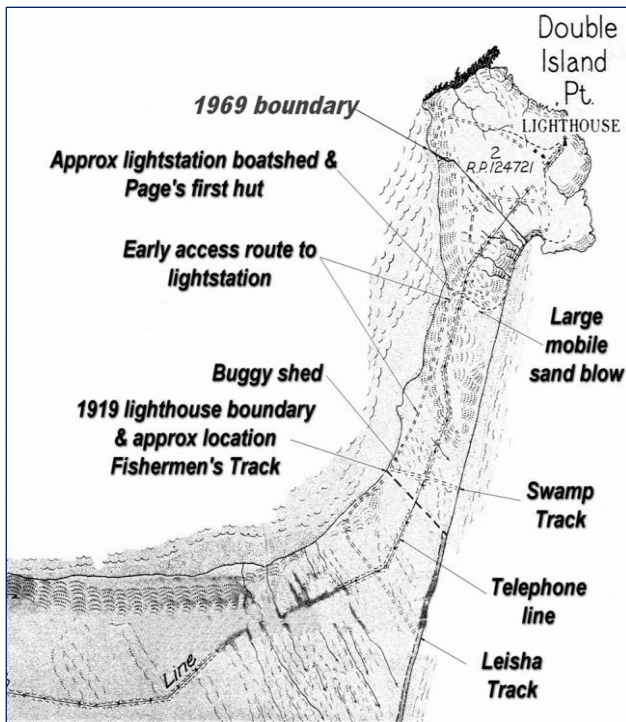


Top: Horses in use at the lighthouse – early 1900s.

Bottom The lightstation c. 1930.

Photos: Australian Maritime Safety Authority.

³ Harbour lighthouses remained the responsibility of the individual State Governments.



A map and photo of Double Island Point showing some topographic features.

Mineral sand mining

In the late 1960s, a sand mining company discovered rich deposits of minerals in the isthmus area (Commonwealth Lighthouse Reserve 699) and approached the Commonwealth government for assistance to allow the sand mining operations to proceed. In response, the Commonwealth government resurveyed the 144-hectare reserve in 1969 into two lots. The mineral rich isthmus area (now Lot 1) reverted to the Queensland government so they could deal with mining issues. The rocky headland and lightstation was retained by the Commonwealth Government as Lot 2. The Queensland Government's Beach Protection Authority determined the whole isthmus area subject to serious erosion and unsuitable for any development and Lot 1 was eventually included in the National Park.

One mining company surveyed three leases along Teewah beach beside the isthmus and used heavy trucks assisted by crawler tractors to cross the sand blow area.

The Widgee Shire Council actively promoted this sand mining. Without approval they surveyed a road through the State Forest from Rainbow Beach to Double Island Point. They also wanted a village built in the isthmus area after mining ceased, and a resort on the headland. They even advocated that part of the area of the newly declared National Park revert to a mining lease. In 1982, Cr Kelly, the coastal representative, reaffirmed Council's desires. He developed an unapproved, short-lived hang-gliding site on a steep eroding hillside near the entrance to the lighthouse reserve. With advances in lighthouse technology, solar power was installed in 1992 and the lighthouse was converted to allow it to operate independently. While the lighthouse itself remains Commonwealth property, the land (Lot 2) was given to the State and added to the National Park. Expressions of

interest were advertised and a lease of 2.9 ha encompassing the two cottages, watch-hut and other outbuildings was granted to the Noosa Parks Association. Eradication of over 120 years of accumulated rubbish and weeds commenced, together with revegetation and restoration activities.



The Big Blow – 1982. Photo: Queensland Government.



Exit from the Big Blow – 1982. Photo: Queensland Government.

Northern forest resource

Pettigrew and Sim

In 1863, William Pettigrew noted kauri forests in the Kin Kin area. At this time his timber operations included drawing red cedar (*Toona australis*), white beech (*Gmelina leichardtii*), kauri pine and hoop pine (*Araucaria cunninghamii*) logs from Maroochy and Mooloolah river valleys.⁴ Logs from the Maroochy catchment were taken initially to the river mouth where there was a shallow, dangerous bar. They were then taken overland to a depot near the mouth of the Mooloolah River. Timber was conveyed by boat to his mill on the banks of the Brisbane River.

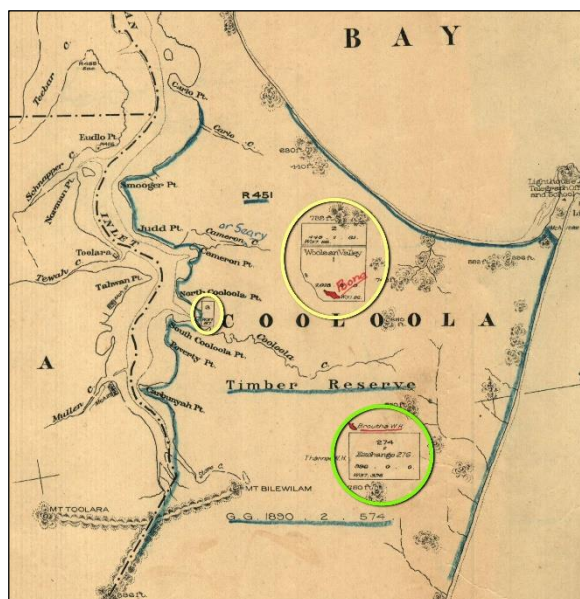


Cooloolah Creek, looking towards the Cooloolah sand mass showing the approximate route of the Pettigrew Railway.

Photo: J Buchanan.

Pettigrew and Sim initially commenced operations in Cooloolah's northern forests (now Freshwater Road area). Concerned that the Crown Lands Alienation Act of 1868 could threaten access to timber, Pettigrew and Sim sought to safeguard some of this resource for their own use by engaging a surveyor to define three separate areas with a combined area of 594 ha. These leases (Portion 1 – 181 ha, Portion 2 – 403 ha and Portion 3 – 4 ha) were registered in 1869 in the name of his partner, William Sim. Portion 3 was adjacent to Tin Can Bay; it was possibly chosen to secure access to the bay from where timber was rafted to Dundathu.

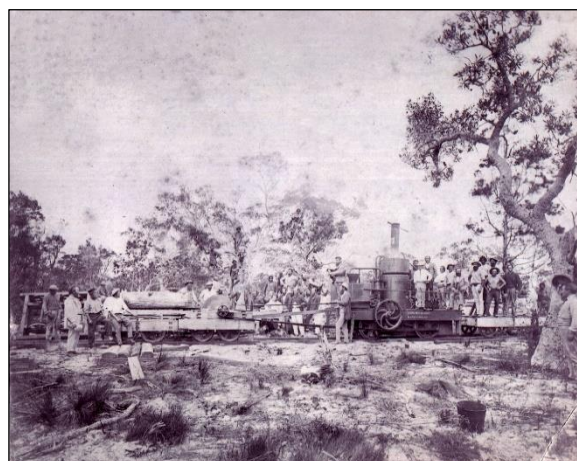
With operations in the northern forests in full swing, Pettigrew and Sim then commenced exploiting another timber resource further south in the Thannae area (now Broutha scrub) where he took up Portion 274. In March 1873, Pettigrew wrote to the Governor advising him that the company had constructed a railway from the waters of Tin Can Bay, penetrating deep into the adjacent forests.⁵ This was Queensland's first private railway. It was a twelve-kilometre-long line and ran from Pettigrew's rafting ground at Coolooli (now Cooloolah Ck) to



Copy of the 1880 survey of the northern Cooloolah area showing the timber reserve. The three portions held in the name of Sim shown in yellow and the portion shown in green held in the name of Pettigrew.

Thannae.⁶ Termite resistant coastal cypress pine was used for sleepers, into which slots were cut. Spotted gum was used for rails; the sleepers were packed in sand and the sleepers and rails were held together with wooden wedges. The railway operated for 10 years ceasing operations in March 1884.

Pettigrew and Sim engaged John Walker & Co of Maryborough to build an eight-horsepower steam



The Mary Ann working as a stationary engine operating a circular saw – October 1873. Probably taken near the Forestry's Camp Milo. Photo: Queensland State Archives.

⁴ There are many indigenous names for hoop pine: "cumburtu", "kum'barchu", and "coorong".

⁵ A variety of names have applied to this railway; the Kaloolah Railway, the Cooloolah Railway and the Calooli and Thannae Railway. In more recent years it has become known as Pettigrew's Railway or Pettigrew's Tramway. When it was listed in the Queensland Heritage Register (Number 602819) in July 2013 it was defined as Pettigrew's Cooloolah Tramway Complex. Current maps and other material show alternative names such as Pettigrew Tramway, Pettigrew Railway or Cooloolah Railway. Since 2013 a service road that follows much of the railway route has been called Pettigrews Road.

⁶ After a year of operation, the rafting ground was moved to Poverty Point where there was deeper water.

locomotive to run on these rails. This locomotive—named *Mary Ann* after the Christian names of their daughters and the first steam engine built in Queensland—was exhibited in Maryborough in July 1873. The logs were loaded onto wagons by a parbuckling method. A cable, anchored at one end, was passed under and around the log, back across the nearby wagon and around a pulley to the locomotive which then moved forward pulling the log up an incline onto the wagon. The locomotive also had the ability to operate as a mobile saw mill cutting its own sleepers and boiler fuel on site. A second more powerful locomotive named *Dundathu* was built for this enterprise. It was used in the inland forests.

Along the route of the railway a steep ridge blocked access to a two-kilometre-long pot hole in the dense Broutha Scrub that was rich in valuable timbers.⁷ The



Ron Turner, Hugh Brown, and Geoff Brown at the site of the Broutha pot hole holding pieces of a broken wheel – mid-1980s
Photo: Elaine Brown.

timber was hauled out of the pot hole by an innovative method. Pettigrew created a balanced incline by using a stationary engine on the ridge top. This and the assisting weight of a descending loaded wagon was used to haul another loaded wagon up from the pot hole below. The braking gear may have comprised a pulley around which several loops of steel cable was wound to provide control

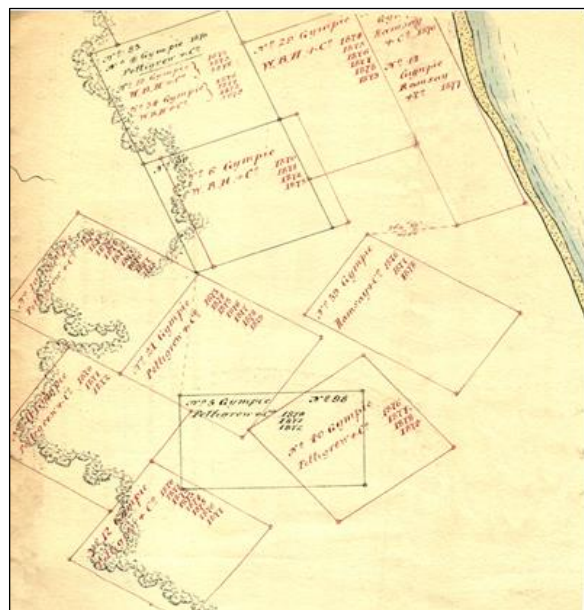


Braking gear used in a balanced incline on display at Woodworks Museum, Gympie.

by friction. One end of the cable was connected to the outward-bound loaded wagon on the decline side of the ridge; the other end of the cable was fixed to a loaded wagon ascending the incline. Tightening the hand wheels on this apparatus would increase pressure on the two sets of wooden brake shoes thus controlling the speed of log movement.

Pettigrew and Sims achievement with this railway may have become the basis of later timber extraction railways in Queensland (e.g. Fraser Island and Elanda), and interstate.

An 1880 survey plan of the Tin Can Bay area, shows a Timber Reserve. Between 1870 and 1879, virtually the whole of the northern scrub area had been leased to sawmilling companies: Pettigrew and Company, or Wilson, Bartholomew and Hart. Further south, Ramsay and Company leased an area between 1876 and 1878.



Leases held by early timber companies in Cooloola's northern forests.

A network of extraction tracks was established from the northern Cooloola scrubs (or jungles, as these forests were known), along the Woolaan Valley (today's entrance into the Freshwater Track) and west to Tin Can Bay, or south-west to Cooloola Creek. Along these extraction routes, culverts and log bridges were installed. The main timbers sought were kauri pine, hoop pine and white beech from within the scrubs, and coastal cypress pine (*Callitris columularis*) from the drier sites closer to the Tin Can Bay coastal zone.⁸

Timber licenses

By 1878, the valuable pine resource in northern Cooloola was severely depleted. In 1880, Crown Land Ranger Murphy inspected all cut timber in Cooloola between Tin Can Bay–Ramsay Scrub–Cootharaba districts to Noosa Heads. He reported the mature timber consists of hoop

⁷ A pot hole, or hollow, is a large basin-shaped depression in the sand dunes with no creek outlet.

⁸ The indigenous word for cypress pine is "coolooli".

pine and kauri pine, and a small quantity of turpentine (*Syncarpia hillii*). There was a large quantity of residual young timber with some trees being cut under the regulation size. No leases were renewed.

In an 1885 report, the Gympie Lands Commissioner pointed out that the practice of using an axe to blaze mark trees destined to be logged would be counterproductive. He said that within six months of such marking, borers would invade the timber making it unmarketable. A recommendation was made that, if the Timber Reserve were degazetted there would be no need to mark the trees; the timber removal could be controlled by proclamation and the issuing of licences. The Department of Public Lands was authorized to proceed with this action. The first attempt at forest conservation was the introduction of The Unoccupied Crown Lands Occupation Act of 1860. The regulations for the issuing of timber licenses to timber getters removing timber from Crown land were gazetted in December 1860. Licences were issued annually; a cedar and pine license cost £4/yr and a hardwood license cost £2/yr. Under the license all timber that was cut had to be removed from the area within twelve months of it being cut. There was no limit as to the quantity of timber that could be cut in the twelve-month period. On 29 June 1890, a Reserve for Timber was gazetted in the Parish of Cooloola covering 22 274 ha between Tin Can Bay and the coast. The objective was to stop the exploitation of timber by giving the Crown control over timber harvesting. This was achieved by issuing Timber Licences to individuals.

In October 1885 Gympie Land Commissioner Board reported to the Lands Department that the greater portion



A large kauri pine (diameter at breast height of 1.75 m) growing in Great Sandy National Park – 2019.

of the mature timber was worked out some five years ago. He said of the:

... old worked out scrubs ... that if the Department intend to take steps to form forest nurseries or replant the denuded scrubs, they can obtain a most valuable supply of young plants and seeds from these scrubs.

Within 25 years of the first of the mighty trees being felled by axes, the forests were a mere shadow of their former majestic beauty. In 1890, Ranger Denman said he:

... counted 500 to 3000 undersized trees, saplings and plants in the Cooloola Scrub ... [they were] as thick as grass with millions fit for transplanting.

In 1890, the Gympie Chamber of Commerce drew attention to the “almost totally denuded State Forest” when it suggested that the “conservation of young timber is of highest importance for local future development and national wealth”.

Ramsays scrub

In 1877, John Ramsay took up 800 ha of forest being Portion 806, Parish of Womalah. In 1908, the State Government reserved Portion 814 (adjoining Portion 806) and gazetted it as a Timber Reserve of 288 ha. In 1918, both Portions were amalgamated, and in 1920 it was gazetted Timber Reserve 576. This was cancelled in 1925 to become part of State Forest 451.

While detailed statistics on timber removed in these early years are not available, the first Officer-in-Charge on Fraser Island, Walter Petrie, son of Tom Petrie, reported that 17 142 cu m of kauri pine had been removed from 777 ha of “jungle” between Tin Can Bay and Cootharaba.

On the nearby Fraser Island where virtually identical climatic conditions exist, Petrie reported in about 1920 of one kauri stump that measured 3.2 m diameter with a 24.4 m trunk to the first limb. Similarly, he described a white beech of 1.8 m diameter with an 18 m trunk to the first limb.



A raft of logs being pulled by a tug from Tin Can Bay to sawmills on the Mary River at Maryborough – date unknown.
Photo: Fraser Coast Regional Libraries.

Management after First World War One

District Forest Inspector Fred Twine

In 1922, District Forest Inspector Fred Twine reported that the:

natural regeneration of kauri in these scrubs is exceptionally good, and the Cooloola area had been personally inspected by the Director of Forests in 1913.

He suggested that if clearing operations were carried out, greatly accelerated growth would result. He also stated that a survey and assessment of timber availability in the Cooloola area was to be carried out. In 1930, Inspector Twine's area of responsibility in Queensland covered an area greater than England, Scotland and Wales combined. Twine logging area on State Forest 673 in the Imbil area is named after him.

Forest Foreman Don Markwell

In 1923 a topographical map of the Cooloola area was prepared by C.J. Cleminson, L.C. Hill and D.A. Markwell. This map was redrawn in 1928 by C. Fossett then reprinted in 1938 to include the Como area.

The first detailed report on the Cooloola Timber Reserve was done by Forest Foreman Don Markwell in 1924. Markwell's major recommendation was that the whole area become a State Forest. As a result, State Forest 451 of 27 045 ha was gazetted in May 1925.

Markwell further recommended a fence be erected from Store Creek to Tewah creek, to exclude cattle (and therefore the graziers and resultant fires). He comments on the on-going conflict with local cattleman that was to last for fifty years:

... previous visits by cattlemen had been followed by conflagrations. The growth of cypress pine and hardwood is being kept in check by repeated fires.

He described the area south of Inskip Point to Seary Creek and easterly:

... 30 years ago. this was open country with good stands of cypress pine. Now it is all types of undergrowth and impenetrable lantana.

Markwell also chose two sites for a proposed forest station; the preferred site was on the plateau just north of Lake Poona and the second was near Poverty Point.

He was not impressed with the local people who:

see the area as merely a huge bonfire and not above making a raid and cutting a few punt loads of cypress pine.

Markwell recorded that a number of brumbies were running in the north-west of the area and were an inducement for local men to go into the area resulting in fires after each visit. A brumby track is shown crossing Inskip Point in 1923. He considered only very small

patches of country suitable for agriculture, and that the "value of the reserve for settlement is nil".

Markwell reported that the whole area in 1924 was traversed by old roads on good alignments, but that the old bridges needed renewing. He records that one road:

followed the telephone line from Tin Can Bay to the Mudlo Rocks and ... a packhorse track ... traverses between scrubs to ocean beach ... [and] is the local means of access to the beach and the only track in use.

This telegraph track around the head of Tin Can Bay was used as the main access route by Forestry into Cooloola for many years after the Second World War, until the Rainbow Beach road was constructed to facilitate sand mining in the mid-1960s.

Cleminson's detailed survey and map of 1914 showed the earliest timber extraction routes through the Woolaan Valley to Seary and Cooloola Creeks. It also indicated that there was a rafting ground at Store Creek and that this location was a major terminus for the receipt of timber from the Como-Coondoo area further to the south. One of those extraction routes crossed Tewah Creek to service the Ramsay Scrub area, before traversing south to Fig Tree Lake. Another very old road traverses southerly along the western side of Tewah Creek to a rafting ground at its junction with the Noosa River. Bullock camps are shown at Yards Creek Waterholes and the Noosa River.

Another large and valuable stand of timber occurred at Goomborian, to the south-west. Steep hills initially prevented timber from here being taken directly to Gympie. Some logs were floated northwards along Tinana Creek to Maryborough, but stream flows were unreliable. Another bullock track was opened up. This is shown on the 1923 map as both Mullen Road at its western end, and Tin Can Road, near Tin Can Bay terminus. It crossed Tinana and Coondoo creeks, then followed part of the Noosa River-Tin Can Bay catchment divide (Como Scarp), skirting around the northern side of Mt Elliott, where it is still known as Mullen Road, across today's Cooloola Cove settlement, and along the present airstrip to a rafting ground at Mullen Creek.

In 1941, Cleminson carried out a strip survey of the Broutha and Thannae scrubs showing forest types, including some burnt areas.⁹

Management after World War Two

Forester Peter Tweedy

In 1958, Forester Peter Tweedy presented a detailed report of the timber resources within Cooloola. By this time, the emphasis was on extraction of hardwoods, all of which were carted to Poverty Point from where the timber was moved by punts along the Sandy Strait to mills at Maryborough. Between 1937-50 Hyne and Son

⁹ The notes of the 1914 and 1941 surveys were most helpful in locating the route of the Pettigrew railway.

had cut 9099 cu m of hardwood logs from the Cooloola area.

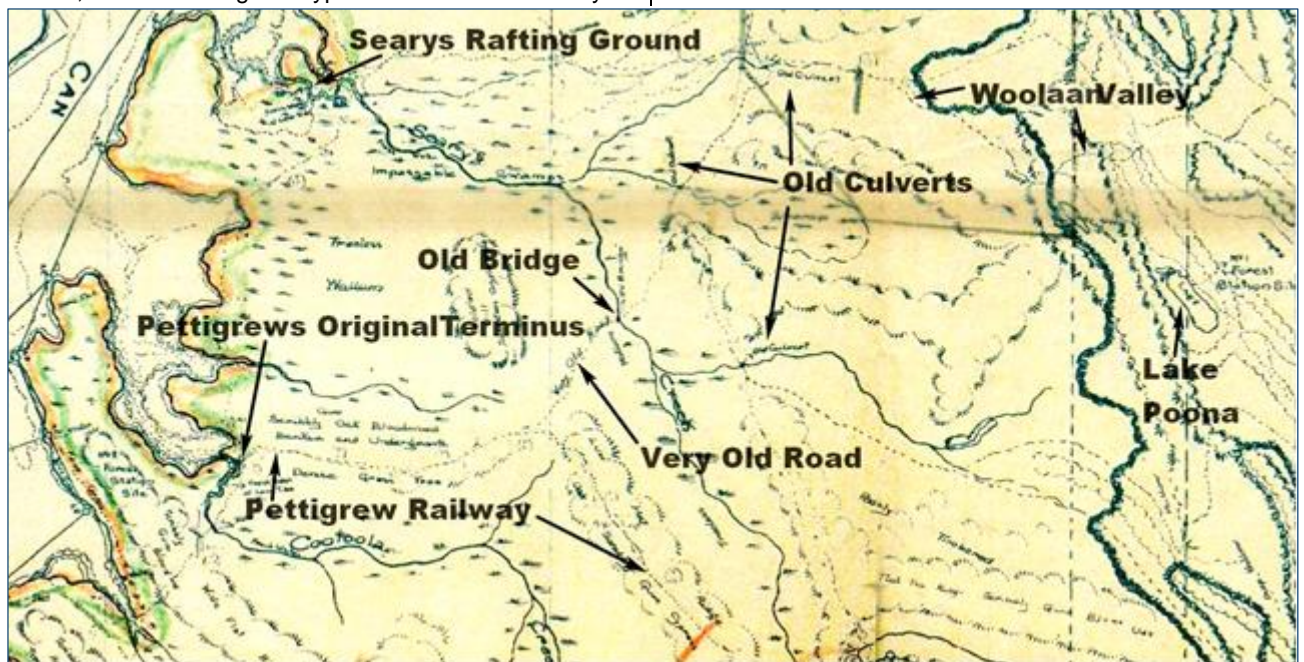
Tweedy considered that the previous selective logging, and wildfires appeared to have altered the forest composition. He reports:

While blackbutt is now the most important timber species, brush box is now widespread and an important tree occurring in almost pure stands. There are small quantities of bloodwood and turpentine; tallowwood is of minor occurrence and isolated.

He also reported that there was a good deal of kauri pine and some hoop pine in the Thannae and Broutha scrubs, kauri pine, white beech, brown pine and water gum were minor species in other areas.

Tweedy did not report on the peripheral cypress pine forests; most of the good cypress timber had already

been removed or damaged by fire. He reinforced the observations made by Markwell in 1924 about fire, but now incriminates fishermen and shooting parties. Fires were sweeping in from the beaches to the east and north, in addition to fires emanating in the wallum country to the west. Continual burning had swept the isolated reserve annually for some time, he continued, and some of the fires have been very severe killing large blackbutt. This has prevented formation of the humus layer and has resulted in very little timber below 60 cm diameter and an almost complete absence of the under 40 cm diameter class. Fire has damaged the rainforest in some areas previously logged, he said.



C.J. Cleminson, L.C. Hill, and D.A. Markwell's 1923 map showing road and railway infrastructure.

Tweedy records that before 1938 there was no tree marking to indicate which trees were to be cut and that from some time prior to 1950, all timber types were very selectively logged. In the Parish of Womalah, some areas had never been logged. For the most part, timber extraction followed the old bullock wagon routes. He mentioned that small, irregular quantities of turpentine, tallowwood, water gum, brown pine, and beech were available, but not continuously distributed throughout the reserve.

District Forester Reg Doggrell

In 1958 Reg Doggrell commented on Tweedy's report of the same year saying:

It appears that R 451 can be expected to yield (in the 60 cm diameter sizes) approximately 60 660 cu m of hardwood and 10 615 cu m of pine without exposing

the scrub to serious risk of fire damage. Logging of the scrubs without restriction could yield a further 54 594 cu m of hardwood and at least 3033 cu m of scrubwoods.¹⁰

His notation also indicated that "the timber producing area represents only about one quarter of the total area of State Forest 451".

Forester Peter Hawkins

In 1975, at the height of a debate about the future of Cooloola, Forester Peter Hawkins, Department of Forestry, Queensland, published the best synopsis to date of the Cooloola forests saying that the sand mass had become:

... a matter of public controversy over the past decade involving conservation, sand mining, timber

¹⁰ The original reported quoted 30 330 cu m. This is obviously an error.

production, pastoral, recreational and tourist interests.

Hawkins also reported that detailed records of previous timber extraction were scanty. Timber surveys in 1912 and again in 1924, prior to State Forest reservation, showed that most of the native kauri pine and hoop pine had been removed. In 1924 there was an estimated 5022 cu m of kauri pine, 6562 cu m of scrubwoods, 10 166 cu m of hardwoods and 242 cu m of cypress pine with very little regeneration of beech. About 1412 cu m of hoop pine remained, confined mainly to Ramsays Scrub. There was evidence of heavy grazing and the whole area had been ravaged by frequent fires damaging hoop pine and kauri pine, decimating many.

Hawkins noted that timber inventories were carried out on State Forest 451 in 1941, 1958, and 1966. Following the 1958 inventory, the sustained yield was determined at 4506 cu m/yr, during the following 20-year cutting cycle. Detailed records of timber removals from State Forest 451 were only available since 1935, when auction sales were introduced. He also records that:

... no logging of hoop pine and kauri pine had occurred since 1961, and no logging of scrubwood had occurred since 1935.

The early uncontrolled harvesting by selective felling creamed the forest. Hawkins continues:

...existing forests were influenced by the early exploitation fellings and have been moulded by more recent controlled silvicultural intervention. Blackbutt is an intolerant pioneer species that requires intervention early in the succession if it is to be maintained as a productive commercial forest. The present blackbutt forests have regenerated either from catastrophic wildfires, or from a deliberate policy of regeneration burning. New growth occurs on mineral seed beds as provided by hot summer fires inducing natural seed fall.

Forester Paul Ryan

In 1976, ten months after the 1975 declaration of Cooloolool National Park across part of the sand mass, Forester Paul Ryan prepared a detailed report on the coastal area, its resources, and administration. He determined:

- State Forests 1004 Toolara and Como totalled 50 400 ha. This consists of 18 500 ha of plantations, an 18 000 ha 'moratorium' area excluded from planting until 1980 [Upper Noosa Catchment], and 13 900 ha remaining for planting, including some managed as productive native forest.
- State Forest 451 administered by Forestry Department, consists of 7480 ha of commercial hardwood and evergreen vine forest and 3130 ha of non-commercial forest.
- National Park 1238 Cooloolool of 23 030 ha, administered by QNPWS. This has been derived from State Forest 451 – 14 860 ha, State Forest 1004 – 6920 ha, Vacant Crown Land 1250 ha, National Park 1106 Pipeclay

2.5 ha, and Fauna Park Reserve 1093, 4290 ha. The total area administered by QNPWS is 27 322 ha.

Ryan also noted that the removal of sand and flora has become a commercial enterprise despite its illegality and that bottles of coloured sands can be bought from souvenir shops, while a suspected flourishing trade existed in epiphytes being removed from the scrubs.

Logging of forests had commenced by the 1870s, he continued, particularly the evergreen vine forests yielding kauri pine, hoop pine and white beech as well as some hardwood stands of blackbutt, tallowwood, turpentine and red mahogany (*E. resinifera*).

Ryan also gave detailed records of timber removals dating from 1935; from the period 1935 to 1971 an average of 2513 cu m/yr was harvested. That is, a total of 90 500 cu m removed in 36 years comprising 75 450 cu m of hardwoods, 11 270 cu m hoop pine and kauri pine, 3714 cu m of cypress pine and 39 cu m of scrubwoods. Timber inventories show that the present State Forest area of 7840 ha of commercial forest has a total sustained yield capacity of 2667 cu m/yr comprising 1652 cu m of hardwood, 865 cu m of scrubwoods, and 150 cu m of hoop pine and kauri pine.

Ryan concluded that the conversion of native forest to even-aged plantations of exotic or native conifers or hardwoods is not envisaged and that vine forests will be allowed to develop undisturbed by silvicultural or harvesting intervention.

Forester Peter Kanowski

In 1983, with public interest now focussed firmly on Forestry activities in Cooloolool, Forester Peter Kanowski, Director of Forest Management, Development, responded to an enquiry from Griffith University:

The long-term goal of Forestry was the sustained production of timber from the native hardwood forest conjointly with the maintenance of other forest values. The transitional forests dominated by turpentine, brush box, tallowwood and blackbutt are maintained as commercial production forests and are logged under a selection system similar to blackbutt forests. Where adequate regeneration of desirable species does not occur, it is supplemented with enrichment planting. No clear felling is practised ... kauri, hoop pine and white beech were logged in early days but is now insignificant; present management precludes any further logging of this forest type ... in the foreseeable future.

He stated, for the years 1982 and 1983, 5672 cu m of hardwood and 90 cu m of softwood was logged. Annual volumes of timber taken between 1970 and 1983 were also given. These records show the periodic nature and importance of logging in Cooloolool when it was too wet to log other districts. In the case of State Forest 451, Kanowski estimated the sustainable average of harvest would be some 1900 cu m/yr.

The end in sight?

The single biggest factor determining the fate of Cooloola's forests was perhaps sand mining. Coupled with the stranding of the *Cherry Venture* in 1973, public attention was focussed on the area as never before. Vehicular access along the region's beaches was relatively easy. Members of the public came and saw the coloured sand dunes. While they might not have previously had an opinion on mining and logging, now they did, even if their focus was primarily on protection of the magnificent coloured sand cliffs. Forestry started to receive complaints and objections about their management of the forests.

Cooloola gets a National Park

A strengthening local conservation lobby had sought protection of the Cooloola sand mass as a National Park in the 1960s. This group mounted an effective campaign to stop the sand mining and to prevent the development proposals of the Widgee Shire Council. In 1975 the Cooloola National Park 1238 was gazetted. The conservationists wishing for a larger area, dubbed the new National Park as "the park with a hole in its heart" for it surrounded State Forest 451 on three sides.

In 1986, Forestry, understandably very conscious of its public image in Cooloola, issued instructions to harvesting personnel that paint marks made on the trees to indicate which ones were to be felled, and loading ramps and tracks were to be kept out of the public's sight; all trees were felled away from the road. Perhaps Forestry managers recognised the end was in sight for long-term logging in Cooloola.

In 1991, Forestry announced a complete withdrawal and logging ceased on 31 March 1991. Revocation of 9 727 ha, comprising the central Forestry core surrounded by National Park and almost the whole of State Forest 451 occurred in December 1991; this was added to the National Park. Since then, many rainforest species have encroached into neighbouring hardwood forests that once were regularly burnt.

Early management

During the early years the Queensland National Parks and Wildlife Service (QNPWS) had to deal with many problematic issues. The Widgee Shire Council pressured them to agree with its tourist development wishes for the area and there was an uneasy alliance with the Department of Forestry over which Department was in control of prescribed burning. Local staff did not have the equipment or money to manage the area from a fire perspective; the aim of control burning of each Department was at first not entirely identical, but each Department came to respect the others point of view and co-operation in this matter was achieved.

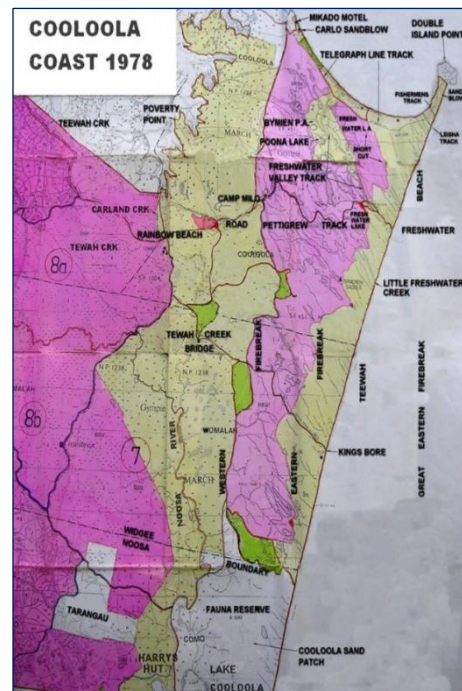
Almost all of the existing vehicular tracks in the sand mass were on State Forest but were now providing unrestricted four-wheel drive access for visitors. There were issues when Forestry legitimately used these tracks

for logging purposes, and QNPWS needed to maintain or improve some of them for tourist use.



*Weather-affected boarded track – mid-1980s.
Photo: Queensland Government.*

In the early 1980s Widgee Shire council pressured the Government to facilitate two-wheel-drive vehicular access to Freshwater across the Cooloola sand mass. Boarded tracks, using 1100 boards each 3 m long, were constructed in the softer areas.



1975 map of the Cooloola area. Yellow – Cooloola National Park. Pink – State Forest. Green – area from which fire has been excluded. Red area – Mt Bilewilam extractive and fire research area.

In 1982 QNPWS unwittingly caused a degree of consternation when they advised Forestry of their intention to close the damaged and dangerous Military Bridge across Teewah Creek (it is spelt this way from the early 1980s). Egress for loaded log trucks from Ramsays Scrub north along the western firebreak towards Camp Milo was more costly and considered by Forestry to be difficult, if not impractical. In 1985, Forestry sought approval to construct a new bridge across Teewah Creek together with a two-kilometre-long logging road across wetlands and through probably the best wildflower and ground parrot habitat in the National Park: QNPWS said "No".

Southern forest resource

Logging activities

The tragedy of Queensland's once magnificent forests was epitomized in the Kin Kin district.

William Pettigrew had visited Lake Cootharaba in 1863. Apart from noting the activities of cedar cutters, he took no action to access timber there and focussed his attention to the north. By the time he returned in 1865 to map the area, he had been beaten to the valuable timber resource by Charles Russell, who formed a partnership (A.F. Luya and Co.) with J. McGhie, A. Luya, F. Goodchap and J. Woodburn. These men had been successful miners on Gympie's goldfields.

In 1869, Russell applied to select 2298 ha of land straddling Eulam and King King (now Kin Kin) Creeks, ostensibly for pastoral and agricultural pursuits. Descriptions of the land as 'good' and 'splendid' were countered by the Gold Commissioner who — to no avail — described the country as low and flat, of a swampy nature, with dense vine scrubs. Russell later agreed timber was the real interest, not the quality of soil for farming.

Some logs were drawn straight from the water into the mill. In addition, 900-millimetre-wide gauge wooden tramlines were built through the forest using ironbark for sleepers and penda (*Xanthostemon oppositifolius*) also known as Luya's hardwood for rails. An 1877 report states the penda rails lasted four times longer than ironbark rails.

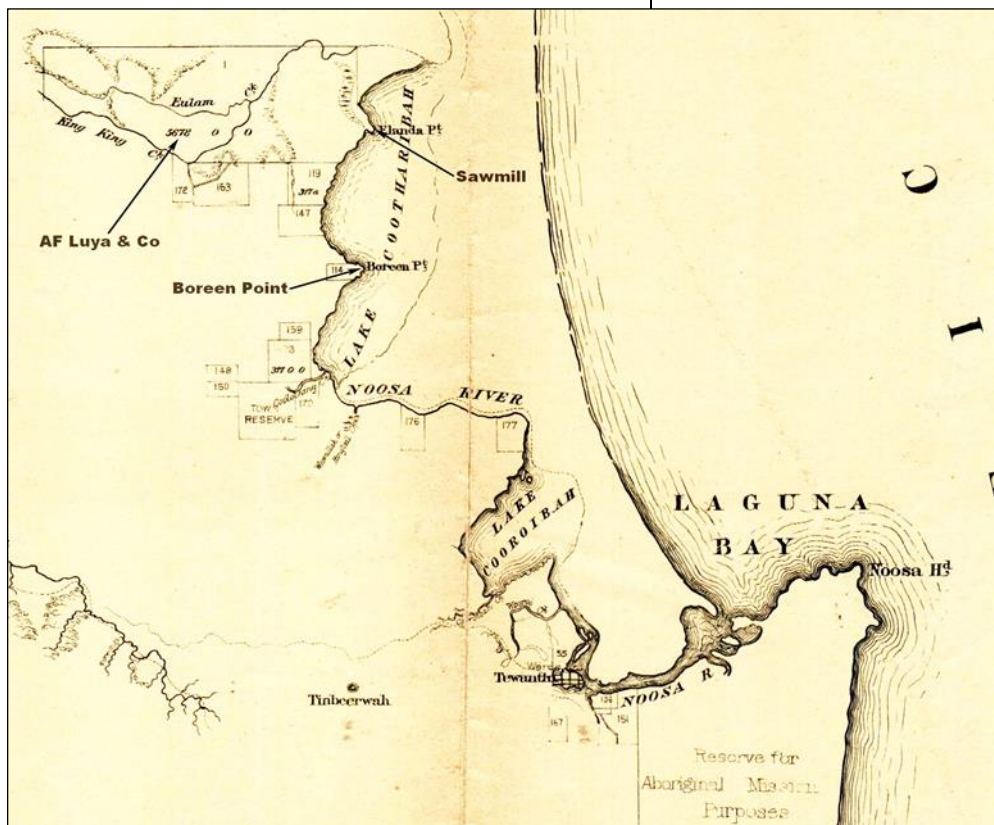
McGhie advertised in 1873 for six bullock teams to draw red cedar logs with a guarantee of two years' work. Teams of bullocks initially drew logs to the mill; up to four draught horses pulling logs on wagons improved the operation. Metal tramlines replaced the timber rails in 1878. Some of the metal rails were later sold to the Nambour sugar mill.

A company settlement catering for 150 people developed. This included a hotel, a store, a post office, a butcher's shop and a cattle station while nearby, the Cootharaba school was opened in 1874. This "comfortable building with a verandah" was equipped with a library, a reading room and grounds; the school teacher was said to be the only non-company employee. During the life of the settlement, at least 38 people were interred in a private cemetery across the plains, about two kilometres away.

Sawn timber was despatched by pontoons towed by flat-bottomed, paddle wheel steamers (known as droghers) to Collopy, on the north bank of the Noosa River opposite Tewantin. From here it was taken to Brisbane by ship.

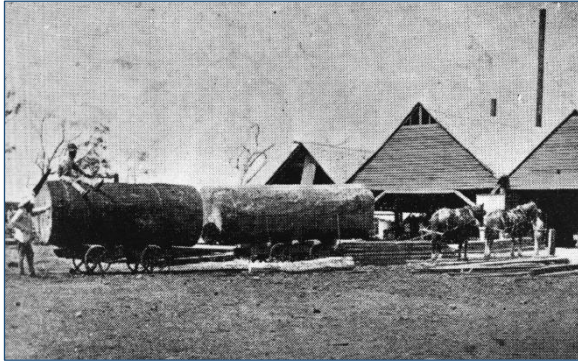
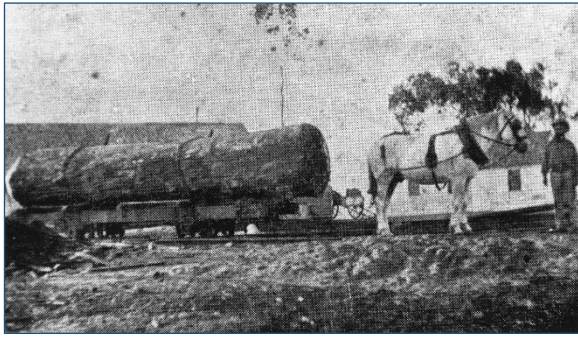
It is hard to imagine what the Kin Kin forests must have been like. Red cedar (often referred to as red gold) was so plentiful it was cut and left for years and sometimes never recovered. In 1864–65, George Harris used his bullock team to drag 1213 cu m of cedar from the Kin Kin Creek catchment to Lake Cootharaba. An 1871 report mentions

that a large number of cedar logs were washed into the lake and left to rot. Ebenezer Thorne (a cedar cutter who was active in the area in 1866), records that one cedar



Map of c. 1890 showing the selection of A.F. Luya & Co straddling the Eulam and King King (now known as Kin Kin) Creeks.

A.F. Luya & Co commenced building a sawmill at Elanda Point (also later known as Mill Point), near a slightly deeper section of Lake Cootharaba. In 1873, this was described as the most modern sawmill in the colony.



*Draught horses drawing logs to the Elanda Point sawmill.
Date unknown. Photos: State Library Queensland.*

tree had a diameter of 3.5 m and that it was not unusual to find them clear of knots for 24 m from the ground.

A lone sentinel kauri pine left growing near the roadside close to the Kin Kin township became known as the Bell tree.¹¹ When it eventually fell in 1918, it had a height of 49 m, a clear bole length of 23.8 m, a centre diameter of 1.85 m, and contained a calculated volume of 64 cu m and yielded 40 cu m. There are records of another kauri pine at Kin Kin that had a volume of 90 cu m.

In the 1889 annual report of the Department of Public Lands, A. McDowall, Surveyor General of Queensland reports

...an especially fine reserve near Cootharaba, parishes of Woondum and Noosa. This beautiful reserve has been cruelly cut up by excising a large part for village settlement, and by a large block lately opened for selection.

The first mention of a forest reserve on Kin Kin Creek, Parish of Como, is in the 1889 Annual Report of the Department of Public Lands. A total of 2334 ha was reserved in the Government Gazette of 1884. But this area was much too small, and far too late.

With the development of the North Coast Rail Line in the 1880s, bullock wagons were used to convey logs to the rail at Eumundi. However, some of the Kin Kin trees were so large they had to be milled at Gundiah, north of Gympie, as they wouldn't fit through the railway tunnels on the Brisbane line.

By 1891, the timber resource in the coastal districts of southern Queensland was severely depleted and the land opened to closer settlement and farming. The

valuable timbers were virtually exterminated at the hands of short-sighted men with little or no consideration of timber resources for the future.

The exploitation of timber in Queensland was by no means unique to the operations of A.F. Luya & Co. Cutting of hoop pine and kauri pine had been so prolific in south-east Queensland that the Department of Public Lands set up a Sub-Department of Forestry in 1901, to control the cutting. In 1912, the Forestry Branch described kauri pines as "almost trees of the past". By 1922, they reported the southern resource of kauri has "utterly gone".

Timber Reserves and State Forests

The Sub-Department of Forestry's Annual Report for 1932–33 records that a Timber Reserve 392, north of Kin Kin Creek, was gazetted in 1907. This was enlarged in 1933 and became State Forest 392 with an area of 4100 ha. This was possibly as a result of Forest Foreman Markwell's resource inspection 10 years earlier. However, it was very a small area and a poor representative shadow of the forests formerly found in the Kin Kin Creek catchment.

The 1923 map of Cooloola by Cleminson, Hill and Markwell, shows areas of scrubby country containing swamp, wallum and melon holes, scattered young pine adjacent to Kin Kin Creek, and an area heavily cut over for pine. There is no mention of red cedar. The residual timber comprised a mix of swamp mahogany, red stringybark, scribbly and flooded gums, with some penda. It was not a particularly inviting place to traverse on foot—and still isn't. Former loggers reminisce that the area was often wet for days on end, and full of fierce ants, wasp nests and endless biting insects.

The Annual Report of the Sub-Department Forestry for 1933–34 mentions that, in preparation for the establishment of a pine plantation, a soil type survey had been started on the reserve and that money was allocated for the construction of a new access road, a new forest station and a nursery. Some time after 1934 the western section of this State Forest was incorporated into State Forest 1004, the large area of exotic plantation to the north. The eastern section was converted to National Park in 1975.

Noted botanist and author W.D. Francis lived for several years in the Kin Kin area. In 1929, he produced a book *Australian Rainforest Trees*, describing and photographing many of the trees in the Kin Kin district. The scrubs here were alluded to as jungles, being some of the most diverse rainforest in Queensland and containing rainforest hardwoods. One of these, penda, grew only in the coastal zone between Maryborough and the Mooloolah River. Francis described it as the most common scrub tree in the Noosa Shire (which includes the Kin Kin area). Cut almost to extinction, penda had become so rare its occasional presence was used, in

¹¹ Named after Sir Joshua Bell MLA, Minister of Lands.

1978, as part of an argument to acquire additional land adjacent to the newly declared Cooloolo National Park.

Agricultural activities

In May 1887 Luya became sole owner of the timber enterprise and moved to Brisbane becoming MLA for Brisbane South. A former partner, Goodchap, was left as manager. At this time the timber resource was in decline. In March 1891 Luya offered 16 ha blocks of land for lease with the opportunity to purchase as a farming settlement scheme, but within months it had failed. At least 16 families took up the blocks. These settlers found that the land was of poor quality: it was either too wet or too sandy; due to trace element deficiency their cattle suffered from 'wallum ill thrift' and fevers. Cow pat fires were lit in an effort to keep biting insects away from cattle; many people were destitute and quit the area. The sawmill closed in 1892 and a \$78 000 mortgage was never repaid. Next year saw a record flood with two metres of water across the mill site. This was followed by the depression of 1893.

Following several changes of land ownership, the Cambridge Credit Corporation, a development company, acquired 978 ha of this low-lying land bordering Kin Kin Creek and Lake Cootharaba. Previous owners had attempted 'wallum development', then being trialled along Queensland's coastal areas using tropical legumes and grasses. The company cleared most remnant vegetation, fenced the area, installed an underground watering system obtaining water from a weir across Kin Creek, introduced exotic pasture species, particularly setaria grass (*Setaria* sp) that flourished in this environment, and introduced cattle. Two residences and large stock yards were established near the eastern shoreline, before the company was declared bankrupt in 1974. The 'wallum development' concept was unproven; when Government subsidies for trace element fertilisers were withdrawn costs were too high to continue.

National Park

Judith Wright (1915–2000) was a well-known and respected poet, author and environmentalist. Although her main residence was at Mt Tamborine, she had a holiday home at Boreen Point, living there from time to time. She often wrote about the Cooloolo area and of its natural history: its people and the lakes, the plants and the wildlife. She became a dedicated environmental and social activist developing a wide network of influential people.

Moving to Canberra in the 1975, she was able to extend her influence. Working for the Commonwealth Government, she became a member of a committee enquiring into the National Estate considering projects that advanced National Parks. About the same time the Cooloolo Committee were awarded a grant to employ ex-Forester Peter Stanton to formulate a management plan for Cooloolo; another grant enabled Dr Arthur Harrold to compile a plant list of the area, especially for the Western Catchment of the Noosa River.

To forestall any development ideas of the Queensland Government, the 978-hectare parcel of land, owned by Cambridge Credit Corporation (now known as Elanda) was purchased from the liquidators in 1975 for \$420 000 by the Commonwealth Government for its National Parks and Wildlife Service. The influence of Judith Wright seems apparent, for it was highly unusual for the Commonwealth to purchase farmland for environmental purposes. A legal issue spanning several years then developed between the Commonwealth and Queensland governments.

By 1978, there was a heavy infestation of weeds, especially groundsel bush (*Baccharis halimifolia*) and a dense growth of pasture species across the area. National Parks did not see any great value in this area for National Park purposes. During an aerial inspection of Cooloolo with Premier Joh Bjelke-Petersen in 1980, National Parks suggested that perhaps a better use for the land would be to give it to Forestry for pine planting. This would complement the nearby large private plantations owned by the Emanuel Group, a South Australian development company.

However, in 1983 local National Parks staff were instructed to take over management of Elanda. By this time, a lease had been granted by the Commonwealth for the development of a camping area. The lessee had sub-let most of the area which was now badly overgrazed by cattle with owners refusing to leave. Groundsel bush was a serious issue; it was out of control with the Noosa Shire actively enforcing its removal on adjacent areas. Elanda was transferred to the State Government on the condition it become a National Park; this occurred in 1986, the lessee at Elanda being allowed to stay.

The first monetary grant received enabled National Parks to aerial spray groundsel bush along the hidden western boundary using a helicopter.

Local National Park staff sought some advice from Forestry colleagues on how to revegetate the area. Forest trainees from Gympie Training Centre were tasked to prepare plans for the revegetation of the area. Forestry then donated 2000 seedlings to commence the project. In February 1988, volunteers planted these along and adjacent to the entrance road.

Kauri gum

Kauri gum is mentioned in Forestry annual reports during the 1920s as being valuable in the production of varnishes. As most of the kauri pine had vanished from Cooloolo and Kin Kin districts by the 1920s, it is thought that the harvesting of this product did not occur these areas. In 1946–47, 125 t of gum was harvested from Crown forests in Queensland, but this dropped to 9 t in 1948–49. A major industry using this gum had developed in New Zealand and nearby Pacific islands where it was often used for caulking wooden canoes and sailing ships. Its early value was said to be second only to gold. Bushmen found it valuable for fire lighting.



*Both photos were from the State Library of Queensland and both are titled
"Timber getting on the Noosa River – 1889"*

However, from my knowledge of the area I believe that the width of the water course and the vegetation type in the top photo is more typical of that at the site of the old rafting ground on Kin Kin Creek.

The bottom photo is most likely the site of the old logging dump opposite Harry's Hut on the Noosa River. The vegetation, width of the river, height of the far bank and the soil type (sand) shown in the photo is typical of this site. About 50 years later this site was used by Sam McKinnon for his timber operations. See the photos on page 21.

The graziers

Local farmers grazed their stock—particularly during the winter, or drought periods—in what is now the Cooloola section of the Great Sandy National Park. There is even an account of early pioneers grazing sheep. Many district residents recalled seeing cattle grazing along the beaches in the vicinity of Double Island Point, as late as the 1960s.

Early photos of Double Island Point headland show a far more open and lightly timbered area. The area was described as containing good couch grass providing sustenance for horses used at the lightstation. The foreshore strip south of here to Little Freshwater contained the most desirable grazing land within Cooloola. It was also perhaps the most fragile.



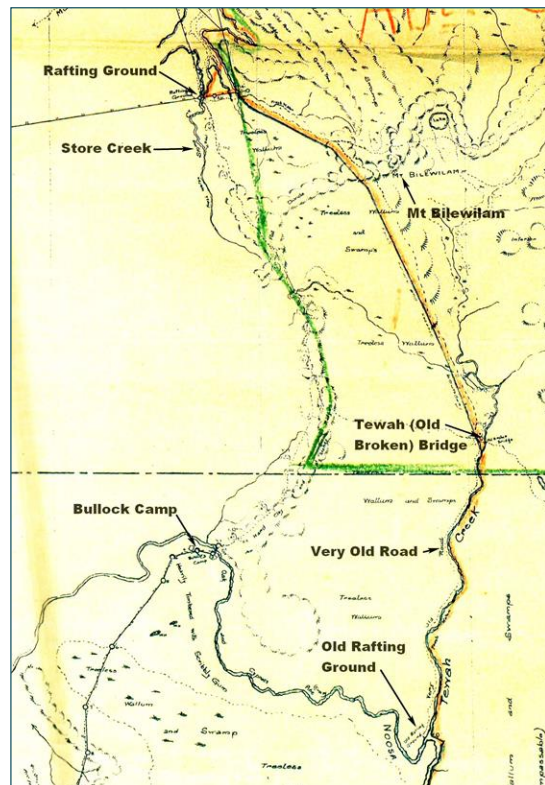
Double Island Point headland from cottages – c. 1960.
Photo: J. Lone.

The ongoing enmity between timbermen and cattlemen was a festering sore which became a new battleground, years ahead of the sand mining era. Forest Foreman Don Markwell, having carried out a thorough investigation of the Cooloola area in 1923, saw the damage that repeated and uncontrolled fires were doing to the valuable timber.

Markwell reported that it was:

... widely known that no supervision occurs and good grass exists on the ocean beach; the whole area is traversed by cattlemen who prefer grass to timber and their frequent visits are followed by conflagrations.'

He also mentioned that there was a well-known cattle crossing route across the mouth of the Noosa River. He recommended no occupational (grazing) leases should be granted and the whole area become a State Forest, with a new fence erected between the head of Store Creek and Tewah Creek, specifically to exclude cattle. (map below). However, the fence proposal did not proceed, and uncontrolled fires continued. The 1923 map shows a defined cattle track along the north bank of Kin Kin Creek to today's Fig Tree Point, thence north west to Harrys Hut, north along the Noosa River to Eurubbie Road, then west as a horse track back to a wagon track near Yards Creek waterholes. The issue of



Part of the map accompanying Markwell's 1924 report. The red line shows his recommended boundary from Tin Can Bay to Tewah Creek, south along the Noosa River, and east along the Shire boundary to the ocean.



Richard and Linda Salmon, leasees of grazing land at Fig Tree Point – 1929. They frequently took cattle from their Wolvi property into southern Cooloola. Photo: V. Hillcoat.

uncontrolled and sometimes very hot damaging wildfires continued for another thirty years; these were mentioned in many Forestry reports during this period.

In 1952, Reg Doggrell was appointed District Forester in charge of the Gympie Forest District. He was a strong-willed and determined leader who devised a strategy to

both protect the forest resource and to control the sometimes unscrupulous behaviour exhibited by those he termed "wallum beef barons" and "grass pirates".

Forestry staff moved into the new Coondoo Creek Sub-District headquarters in 1949; it was renamed Toolara shortly afterwards. Having staff based here allowed Forestry to gain a better appreciation of the practices of the graziers, and to begin exerting controls. Pine planting commenced in 1949–50. Without fencing to control cattle, the animals found good pasture in the freshly cleared and planted areas. Illegal grazing and burning these areas were a red flag to Doggrell. In 1956, he reported:

...a good deal of unauthorized grazing is taking place and a number of outbreaks of fire occur as a result...[the] department is establishing extensive plantations which must be protected from indiscriminate fires...this can only be assured if grazing is controlled...

To support his argument, he mentioned the loss of revenue (from illegal grazing) must also be considered. He advocated imposing a lease condition of having a horseman 'tailing' (following) the cattle to keep them out of the pine plantations.

Doggrell tackled head-on the issue of the graziers having an 'as of right' ability to graze drought affected starving stock in the coastal areas. In 1956, the Minister for Lands, V.B. Sullivan, advised Forestry that following representations made at that time, the coastal region of State Forest 451 and State Forest 1004 was no longer available for drought relief grazing. This was supported by Doggrell. Minister Sullivan stated there was in excess of 2000 head in Cooloola at that time.

Annual leasing of the coastal area didn't suit others. In 1962, W.F. Bacon sought a seven to ten-year lease for cattle saying that:

...a year-to-year lease is only good for a person leasing in cattle where he doesn't keep them long. In my case I breed cattle...

The last reported use of working bullocks in Cooloola was 1956, when Ben Mark was about to resume extraction of pine for Hyne and Son from Ramsays Scrub to Store Creek. He was paying \$10/yr for the right to graze his bullocks in conjunction with haulage contracts. There was some consternation when a report was received in 1958 stating he had sold his bullocks and taken a large number of cattle into the reserve.

In 1963, the Department of Primary Industries became responsible for managing 4290 ha of Reserve 1093 at the southern end of the sand mass. This became known as the Cooloola Fauna Reserve. That same year, applications were made for prospecting leases covering 4000 ha of the sand mass. A new threat to the timber resource now developed.

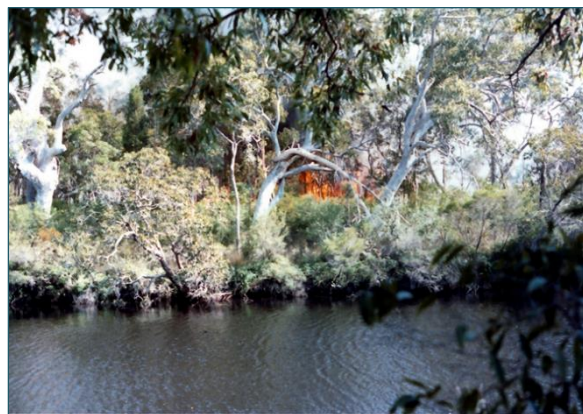
Two newspaper articles from the 1930s mentions the activities of two cattleman in the Noosa are. *The Brisbane Courier* 7 April 1932:¹²

Agistment on good relief country, abundance grass, water, am prepared to take charge of 1000 head cattle. For terms apply J. Salmon, c/o V. Dunstan, Wolvi, Kin Kin Phone B Coondoo.

Nambour Chronicle and North Coast Advertiser, 8 September 1933:¹³

Four miles along the beach towards Noosa we came upon the camp of two cattlemen in charge of 400 head of cattle brought from the Kenilworth and Wolvi districts on agistment. That night in the camp they came down for a yarn. One was a chap named Salmon from the Wolvi district, and the other an old aboriginal named Tony Mayboy, who was watching Mr. J. C. Hassall's interests.

In 1966, the Noosa Parks Association gently chided Forestry, drawing attention to a myriad of cattle tracks damaging the foreshore vegetation, with gully erosion occurring between Kings Bore and the Lighthouse Reserve. They suggested that erosion of the low dunes at Freshwater, and at Double Island Point, may well have been caused in the first place and accentuated by cattle, then by human usage. Doggrell commented that cattle tracks were the origin of quite serious wind erosion of coastal dunes, and heavy grazing of the littoral area between Little Freshwater and Double Island Point constituted a grave risk to the stability of the area. Some of this erosion became so serious that eroding dune areas moving inland at Kings Bore and Freshwater were surveyed, and re-habilitated by Forestry.



A fire started by arson, prior to jumping the Noosa River – 1985.

¹² <http://nla.gov.au/nla.news-article21796662> accessed 1 June 2020.

¹³ <http://nla.gov.au/nla.news-article84627910> accessed 1 June 2020.

Doggrell wrote of the anticipated problems of rehabilitation after sand mining ended being aggravated by stock, especially horses. He believed the cattle tracks are:

doubtless the origin of erosion lines and the intensive grazing in some littoral areas is the antithesis of the conservation measures under way. There were many miles of beaches frequented by visitors, both day trippers and weekenders. The latter are more interested in cooking and include fishermen as the major element. It is my experience that these citizens are often lacking in any civic attributes and a large proportion of fires that have penetrated R451 were started by fishermen.

He became a strong advocate for controlling the indiscriminate use of fire by calling tenders for grazing rights, and issuing leases. His management principles were not adopted by some he described as "local diehards". In 1966 he commented:

The idea of drought relief persists in this district with only a very small element, poor managers of rough herds who also abuse the drought relief principle to gain additional areas before conditions become critical.

He expected successful tenderers would exercise control over other graziers poaching pasture to which they had no right.

Brumbies were formerly common along coastal beaches, including Fraser Island. After 1978, there was no evidence they occurred east of the Noosa River.



Brumbies on beach at Awinya Creek, Fraser Island – 1991.

The coastal forests of 26 720 ha were divided into three areas based on availability of water in the foothills. The most northern and critical zone was based on an unfenced line from Store Creek to Mt Bilewilam to Kings Bore. Doggrell's management success was reported in 1966:

Unauthorized grazing has been controlled on R [State Forest] 451 and the land to the south by 10 years of leasing.

Although, at the time, Forestry was having issues relating to overdue accounts with some graziers.

In 1969, one local grazier, offended at being denied grazing access to the coastal section of Cooloola, took his complaints to D.A. Low, MLA, Member for Cooroora. Responding, the Minister for Lands, V.B. Sullivan, advised that the coastal section of State Forest 451 was

withdrawn from grazing in 1966 following representations made at the time.

In an effort to protect the commercial forests from wildfires originating along the beach, various fire access tracks were developed under Doggrell's management, the most important of which was the eastern firebreak. This provided vehicular access from the cliff tops above Wide Bay, southerly across the Telegraph Track, past the eastern end of Lake Freshwater and continuing almost to the Cooloola Sand Patch.

After controlling the graziers and prohibiting their indiscriminate use of fire, Doggrell noted the build-up of flammable material previously removed by cattle. He clarified the issue that a total ban on the graziers conducting control burning was not the intention; they should be seeking the approval of Forestry in advance and burning only when safe to do so. He said that the use of fire in controlled circumstances may be desirable with burning only to be done under moderate weather conditions. He reasoned it was the only practicable way of meeting the problem on State Forests 451 and 1004.

It was fortunate that Doggrell had gained ascendancy over the graziers; applications were received in 1969 for a herd of 1500 cattle from west of Rockhampton, and another 500 head from Childers.



Teewah Beach – the most sought-after area for agistment in the whole of Cooloola. Photo: B. Thomas.

Forestry activities after World War Two

Fire protection

Records spanning 100 years indicate that uncontrolled fire was an ongoing and major concern for Forestry. Up until the 1960s, graziers were often blamed for these extensive blazes, but gradually the emphasis for responsibility shifted towards beach fishermen. Some of these fires were very hot; there is a report from 1958 of mature blackbutt trees being killed by intense wildfires. The effects of these fires on the fire-sensitive hoop pine, kauri pine, and white beech are not recorded. After 1975, the blame for all fires seems to have been attributed broadly to the National Parks. Deliberate arson, even drug growing, was now implicated.

Once the Sub-District headquarters at Toolara became operational in 1949–50, Forestry started to assume better control of the Cooloola area as four-wheel-drive vehicles became available. Major fire control lines such as the eastern and western firebreaks were established to allow better access for both wildfire suppression and fuel reduction burning.

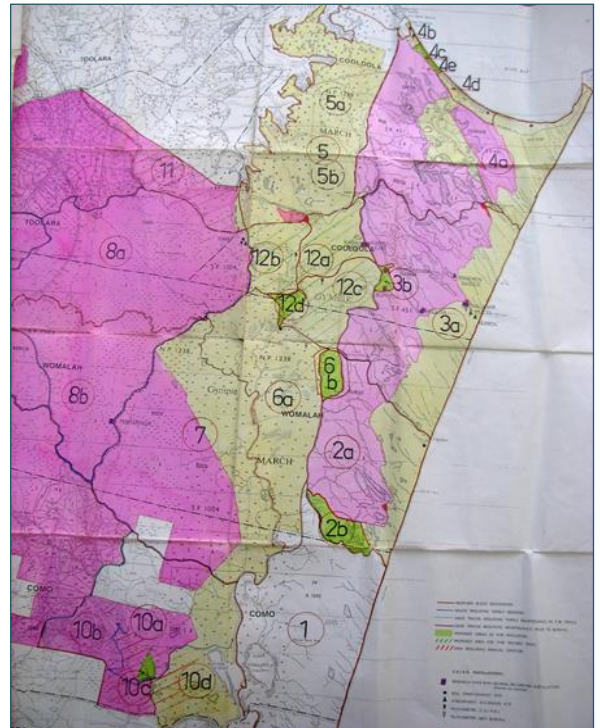
There is an unconfirmed story of a very long fire line lit at the one time. This stretched from Wide Bay southerly along the eastern firebreak to the Cooloola Sand Patch. One vehicle was used to jet fuel into the vegetation which was subsequently lit using a drip torch.



*Tractor and tritter preparing a firebreak.
Photo: Queensland Government*

The first prescribed burning in the area using a fixed-wing plane took place in 1977, at the direction of District Forester Richard (Dick) Pegg. From 1980, the rescue helicopter based at Maroochydore and capably piloted by Jim Campbell, started to be routinely used for large-scale fuel reduction burning operations.

In 1977, an agreement was reached between the Queensland National Parks and Wildlife Service and the Department of Forestry to consider their combined estates as a single operational unit for fire management purposes. The National Park and Forestry areas were broken up into 25 blocks of varying sizes. The plan was that about one third of the blocks were to be burnt every three years on a rotational basis. To enable researchers to gather data on the effect of repeated fires on vegetation type and species composition, fire was



Fire management blocks of the Cooloola area – 1977.



*Newly widened fire break, previously an
old overgrown track – 1985. Photo: D. Batt.*

excluded from a few small blocks, shown in green on the map.

With mounting evidence against this fixed burning regime, finance was made available in March 1984 to widen the overgrown access tracks in the National Park.

Timber extraction

The sandy Cooloola area was a better place to carry out logging operations when the forests in the ranges to the west of Gympie were too wet and hazardous for logging trucks to operate.

Some of the names of the hardwood logging contractors who worked in the northern and central Cooloola area, after World War Two are: Mel Backhouse, Jack Bacon, Noel Laurensen, Harry Coop, and Sam McKinnon. This work was not without its hazards. The first three men

reported that large eastern brown and taipan snakes were not uncommon; Jack Bacon commented the snakes would shelter under bark that had lifted from the logs and they tended to be aggressive when the logs were moved.

This new era of loggers on the coast brought bulldozers and four-wheel and six-wheel-drive trucks into the sand-dune country. Logs continued to be despatched by water from Store Creek to Poverty Point where they were loaded onto punts and taken to Maryborough, or through the Harrys Hut area to mills at Tewantin.

With the opening of road access to Rainbow Beach in 1965, water transport was phased out and logs were taken to mills in Gympie and Cooroy. Despite tenders for timber sales being advertised publicly by Forestry, there are tales that applications for timber areas in Cooloola were agreed upon between the mill owners over a glass of ale in the Northumberland Hotel, in Gympie.

Alan Backhouse

Alan worked for his father Melville (Mel) in the forests of Cooloola. In 1956, he described the northern Cooloola forests as being criss-crossed by a network of old tracks. Using his bulldozer, he opened up the 'goat track' which became known by Forestry as the track to Lake Freshwater, or Freshwater Track. Alan and his father were drawing timber from adjacent forests, through the Woolaan Valley to Poverty Point; the visible timber skids beside the bay that are still there today relate to this era. The 1923 map shows a route having old bridges and



Remnants of the Backhouse bridge at the Seary Creek day-use area.

culverts along it. In 1956 two sub-contractors (Messrs Reibel and Pointing) were employed to cut bloodwood logs for the construction of a new bridge along this route; the bridge over Seary Creek. Alan then re-decked the old bridge over Cooloola Creek, promptly bogging his bulldozer 'a dozen times' due to the soft, waterlogged nature of the fine clay in this area.

Before it was destroyed by a cyclone in 1954, loaded log trucks used to drive onto the jetty at Poverty Point where logs were lifted onto waiting boats. After this, Alan used a double-drum winch to tow logs from the truck to a pole at the edge of the channel. (A second 'tail rope' was used to return the snigging rope to shore using the second drum.) Logs were lifted from the water onto punts and ferried to the Hyne and Son mills in Maryborough, initially on the *Otter*, then the *Kgari*. The *Otter* had an external keel and needed deeper water to operate. Some of these vessels had their engines removed and were referred to as "dumb barges". They were guided by launches and assisted by tides to reach Maryborough. Alan remembers that moving logs by truck from Poverty Point to Tin Can Bay via Mt Bilewilam, and along the Telegraph Track, was a full day's trip.

Alan also described the Telegraph Track from Rainbow Beach to the Double Island Point lighthouse (used by linesmen or lightkeepers on horseback) as another "goat track". He used his bulldozer to open it in 1959–60. At times, mining companies used him and his equipment to transport heavy generators on skids from camp to camp.

The main timber Alan's father extracted was blackbutt. At times, Walkers in Maryborough requested some kauri pine, this being the preferred species for pattern making. Forestry received a royalty of \$20.73 /cu m for this timber whereas for blackbutt they only received \$1.48 /cu m.

Although brush box was plentiful, it was not a desirable timber because its hardness and acidity damaged the saws. Immediately after being sawn, brush box boards needed to be kiln dried, under temperature and humidity control, to reduce the incidence of warping that occurred when sawn boards were dried in an uncontrolled environment. A change in legislation required that timber mills install drying kilns. Once dried successfully, brush box became a valuable timber used in house construction, specifically for flooring.

According to Alan, Forest Rangers numbered each tree and also indicated by an axe mark at the base of the tree the direction they were to be felled. No trees were to be cut within 50 m of the rainforest as residual debris would increase the risk of fire intrusion into the more fire sensitive scrub. One good seed tree was to be left every 50 m; cutters were paid to fell and leave old "dud" trees. No tree with a girth at breast height less than 183 cm was to be felled. Once the tree was felled it was cut into logs. Halfway along the log a ring of bark was removed. At this point the girth was measured. The cutter recorded the length and centre girth of each log along with the log's number and species in a notebook. He recorded this information along with his cutter's brand on the butt end of the log using a set of log branding hammers.

Jack Bacon

Jack was born in 1923 and lived and worked on the Galloway property (adjacent to Kin Kin Creek) for much of his early life. He was permitted to join the military at age 15 during the war years, then joined the police force in 1946. Having spent much of his earlier life in the bush, he then left the city and settled at Tin Can Bay working in Cooloola's forests 1956–88. He worked mainly in the Kings Bore to Double Island Point area. One of his forward camps was situated at Hell Hole, beside Lake Cooloomera. To assist truck movements along the dry sandy tracks, he split piccabeen palms and laid them longitudinally along the wheel tracks.

Noel Laurenson

Noel (referred to by some as "Pusher and Shover") worked for the Wolvi Timber Company. He had a hut on the high side of the present Seary Creek day-use area. He also established camps near the Broutha waterhole. His recollection of metal bars on the ridge above the Broutha pot hole was vital in enabling historians define the site of Pettigrew's stationary engine and balanced incline operations, and wooden rails in the pot hole below. He is said to have put the first crossing over Frankis Gulch using an early International TD14 dozer.

Ben Mark

Ben was the last of the bullock drivers operating in the Cooloola area. He drew timber primarily from Ramsays Scrub to Store Creek, ceasing operations in 1956 when bulldozers and four-wheel and six-wheel-drive trucks were beginning to be used.

Sam McKinnon (and Harrys Hut)

After the Second World War, McKinnon's sawmill at Tewanin sourced timber from the Ramsay Scrub, in the Cooloola sand mass. One site where the logs were loaded onto a river barge and where many abandoned logs are still to be seen is known as the Log Landing. The original concept was to use a barge to ferry logs down the river to Tewanin. While the sharp bends in the upper



Harrys Hut – 1991. Photo: E. Brown.

Noosa River proved extremely difficult to navigate, it was the shallow waters of northern Lake Cootharaba, subject to the monthly tidal variations, that beat them.

Logs were then trucked to the river (at what became known as Camp Site No. 3 in 1980), then southerly to a site opposite McKinnon's hut. The next phase of the operation was to unload the logs on the eastern side of the river, then haul them by cable to the western bank where they were lifted from the water and loaded onto a truck. The logs were taken westerly, then southerly across the old Galloway property and the Dangerfield Bridge, and on to the mill at Tewanin. The barge was sold and is still in service as the ferry plying across the Noosa River at Tewanin.

McKinnon's hut was built in 1957 by Alan Buchanan and Norm Thrush; they also built a second semi-permanent hut (possibly Ramsays Hut) at the logging site up-river. In the late 1950s, Harry Spring purchased McKinnon's hut and since then it has been known as Harrys Hut. A certain mystique continues to be attached to this structure. Before inclusion into the surrounding National Park it was located on a foreshore esplanade controlled by the Noosa Shire Council; payment of rates was waived in 1985.



A log being loaded onto a truck on the west bank.



Log being transferred from the river to the log truck – date unknown. Photos: Nambour Chronicle.

When I was given a series of photos of the timber industry on the Noosa River, the use of a log lying in the water became clear to me. It was part of the winch system lifting logs clear of the water and onto the truck. The initials 'S McK' etched into the concrete in front of the hut became even more tangible; these remnants were part of the operation of Sam McKinnon.

The speculators

Since 1886, inexperienced but covetous eyes were being focussed on the coastal areas, especially south of Double Island Point and near Inskip Point. Applications for lease or alienation were usually made through the Department of Public Lands Office in Gympie; the final approval being made by Head Office, Brisbane.

Most of the land on the Cooloola coast does not support valuable commercial forests. Along the Tin Can Bay–Noosa River zone the country is, in the main, poorly drained, nutrient deficient and of a swampy nature. Along the coast the country is steep and composed of pure sand up to 225 m deep. District Forester Reg Doggell always argued that the non-commercial vegetation was necessary as a buffer to prevent drying of the better forests further inland.

In 1886, J. Wade sought land for grazing between the forests and the ocean, from Freshwater to Double Island Point. In 1894, G. Meyers sought 63 ha, eight kilometres south of Inskip Point, for a homestead.

An application by F. Collins of Maryborough in 1920 for 4000 ha south of Double Island Point was rejected as the area had been used previously by starving stock and was still required for any emergent drought relief.

After World War One there was a boom in growing bananas in coastal areas in southern Queensland and northern New South Wales as there was good money to be made from growing this fruit. In 1922, Thomas Connor of Gympie wrote on behalf of a syndicate seeking 1200 ha of land between Inskip Point and Mudlo Rocks for fruit growing; produce was to be sent to market across the waters of Tin Can Bay to Gympie.

In 1923, the Gympie and District Progress Association sought to have the coastal land between Noosa and Double Island Point opened to selection. After Markwell submitted his 1924 inventory of the forests and soils, applications were denied with explanations of deep sand unsuitable for agriculture, and the area was protected as a State Forest.

However, the gazettal of the area as a State Forest did not deter some applicants, such as W.G. Fielding of Cooroy. In 1932, he sought eight hectares in the Ramsay Scrub to grow bananas, with an option of further 40 ha. He argued that as “timber reserve it is of no value to the Crown and not likely to be unless pine prices return which is unlikely”. He was told that this was a particularly valuable area for timber; and the quantity of timber in the area precludes it being made available for lease.

There appeared to be a degree of sympathy for indigenous people. In 1932, the Chief Protector of Aborigines sought 3200 ha near Double Island Point. This was offered to him at a rental of about \$12 /yr. There is no further mention of this matter on the old files.

Land adjacent to Pelican Bay area attracted attention from several applicants. In 1932, Les Lee sought one and a half hectares at Inskip Point for bananas and small crops. Managers of the new State Forest 451 often saw value in exercising control of illegal fires, recommending that he be granted an informal tenure with rent at \$2/yr.

Cooloola Fruit Growers Co-op

In 1931, a group of farmers from Goomboorian formed the Cooloola Fruit Growers Co-op. They obtained a Special Lease on eight hectares of the Seary rainforest beside the Freshwater Track—where it starts to ascend the hill, about one kilometre from the Rainbow Beach Road—to plant bananas with an option over a further 200 ha.

Bunchy top disease had decimated other plantations across Queensland and they sought this area in Cooloola because of its remoteness. This was a serious attempt to grow bananas in an area free of the disease.

The scrub was felled by axe and the manager, Les Weedon, lived on site with his family in a bark hut at the edge of the forest. Food supplies spoiled quickly, and the family lived mainly off the land with fish from traps and by shooting birds and carpet snakes. Banana suckers were brought from Rosedale (north of Bundaberg) through the Great Sandy Strait so they did not touch land anywhere. Emus reached over the fence in the forest and ate the fruit, (and were probably eaten in turn.)

In 1933, the Secretary of the Cooloola Fruit Growers Co-op wrote in support of W. Dowdle to experiment with banana and root crops on an unspecified site “two metres above the water's edge”. He considered that 400 ha of this land either side of Tin Can Bay would support many families.

In 1933, H. Guntermann, an experienced banana farmer from Cedar Pocket, applied for land to grow bananas without specifying a site. The Forestry response was to wait on the outcome of the Woolaan Valley experiment.

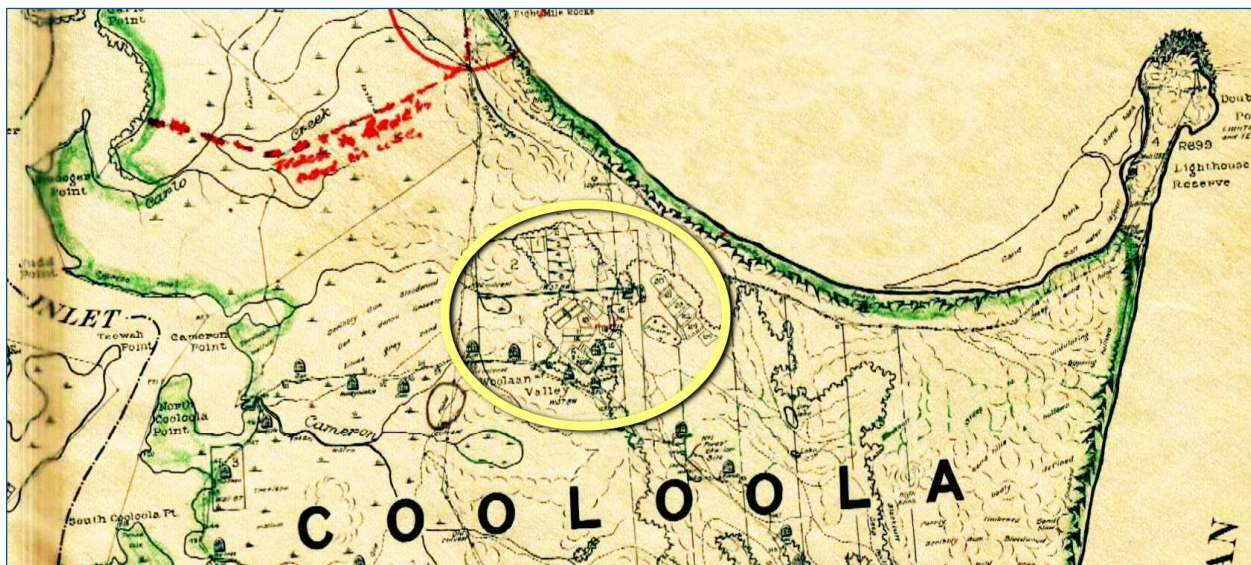
The Department of Forestry Annual Report of 1933–34 reported that in July, surveying of 24 banana blocks (totalling 102 ha) had commenced.

The bananas initially did well, but the enterprise was abandoned after the second crop. This was due to the high costs of transport, the low prices obtained during the depression and the occurrence of a leaf spot disease. Also, there was the difficulty of crossing the waters of Tin Can Bay and getting the fruit to Gympie along primitive and sometimes flooded and impassable tracks. Access to Tin Can Bay then was along Cameron Creek, now known as Seary Creek. The fruit was sold to the local

markets with some being railed weekly to Kalgoorlie, West Australia.

Another banana grower, H. Lister, sought up to 20 ha of land at the south-east of Pelican Bay, in 1936. As the

application was close to the lightstation at Inskip Point their views were sought but there were no objections from the Harbours Board.



Map showing the location of the old banana leases, circled in yellow.

The Cameron plots

In 1935, District Forester Stan Jennings was responsible for establishing a number of species trials at several sites in this area.¹⁴ The aim of the plantings was to determine how these species would grow in the sand. The only plantings that have survived are these planted in Cameron Logging Area, hence the name: the Cameron plots. The species planted are: kauri pine, flooded gum and exotic pine. This plot is beside the Freshwater Track about one kilometre from the Rainbow Beach end. The trees are now 85 years old and are being monitored by Griffith University, Brisbane.

Tourism

In 1937, E. Steele of Tin Can Bay sought land in the Pelican Bay area. He was a different type of speculator also seeing a tourist value in the area. He wished to experiment with fruit growing, but also to clear the area to rid it of sand flies and build huts for campers. Forester D. Markwell was supportive of a special lease being granted as clearing the dense clumps of lantana would be helpful. George Gentry (National Parks Ranger) inspected the area in 1938, recommending a 20-year special lease with tourist accommodation to the value of \$1000 built within two years. Additionally, a 60 m wide esplanade of Crown Land should be set aside and maintained.

In 1938, George Histed of Tin Can Bay, also saw the value of tourism in the Cooloola area. He was plying the MV *Paringa* for hire and sought two hectares adjacent to the lagoons at Double Island Point to erect huts for tourist

purposes, and shelter passengers from the sea. Ranger Gentry was supportive. He reported that there was no timber of any value and suggested a Special Lease of two and a half hectares for 20 years. Conditions included accommodation and toilets to the value of \$1000 be built within two years; the leased area be kept clear of all noxious weed growths and lantana. He again suggested an esplanade of at least 60 m be left along foreshores.

Pasture

In the early 1950s many improved pasture trials were being established in the coastal area between Bundaberg and Caboolture to improve the 'useless' wallum country and to open up the country for closer settlement. In 1954, J. Lupton, from Ebor in New South Wales, applied for the whole of the area between Tewantin and Double Island Point–Tin Can Bay believing it to be abandoned Crown Land. He was interested in obtaining it for potential pasture development as the land was "in a natural state and of good rainfall". This type of application drew a departmental response that:

...until otherwise notified, lands within the wallum area are not to be offered to the public under permanent tenure.

¹⁴ Trial sites were in Cameron LA, Thannae LA, Freshwater LA, Ramsay LA.

The Back Beach

Early residents of the Gympie–Tin Can Bay district referred to the Wide Bay area adjacent to Tin Can Bay as Eight Mile Rocks, or Mudlo Rocks. In the period between the two world wars, a small tourist industry had developed along Teewah Beach; a few individuals were conducting driving tours north along the beach from Tewantin. Bill Massoud was one of these entrepreneurs; he would lay planks on the sand blow across Double Island Point to access Wide Bay, or what people from the Noosa district termed the Back Beach.

The Back Beach area was, by 1939, being referred to mainly as Rainbow Beach. In 1957, Councillor (later Shire Chairman) Neil Buchanan spoke of “the rough track to the Back Beach” from Carlo Creek. In 1972, District Forester Reg Doggrell requested the name Rainbow Beach be used for this area.

In 1938, nine local people requested that a section of State Forest 451 land be made available as a Special Lease. This is in part the present-day Rainbow Beach township. Access was via a track from Carlo Creek across the State Forest to the Eight Mile Rocks area. This included between 300 m and 400 m of corduroy that had been laid by a working bee. The track followed the alignment of another road shown on the 1923 plan. Surveyor General Mellor was captivated by the Rainbow Beach area saying:

...this is an ideal place for a seaside resort. The wealth of wildflowers, coloured sand cliffs and good surfing beaches would attract southern and world tourists.

The Forestry Department sent National Parks Ranger Gentry to investigate the possibility of excising some land for a village. He recommended twelve 1000 sq m allotments in two sections of six with each group of allotments behind a 100-metre wide esplanade. He advised that two hectares should be set aside for camping and that the stand of tall cypress pine be made a reserve for public, camping or scenic purposes.¹⁵ The matter lapsed due to the war. Land surveyors then became too busy being engaged on surveying works associated with soldier settlement areas for returning servicemen.

The Widgee Shire Council were none too subtle in pressuring Forestry to excise land for a development on the coast. In 1946 Council encouraged them to open a road to the area for forestry purposes. The council argued that it would be cheaper for Forestry if they sent logs by road to Maryborough via Gympie rather than by water. However, local Forestry did not accept this as they were improving a second-class road from the Como area, to transport logs to the waters of Tin Can Bay (Store Creek). The logs were then sent by punt to Maryborough. Being dissatisfied with the response from the local

Forestry, the council wrote to T. Dunstan, MLA, for Gympie, saying:

... it is probable that only first class logs are taken by punt to Maryborough ... it appears obvious that the establishment of a sawmill in the area, or the construction of roads to allow motor transport to operate would enable second class logs and inferior timber to be marketed to a much greater extent than at present, and would increase the production of much needed building materials.

They asked if the Member would confer with the Commissioner of Main Roads and the Director of the Government Tourist Bureau to secure their interest. The Director of Forests, V. Grenning, aware of very strong political influence within the Maryborough timber industry, responded “... timber stands will be marketed for the Maryborough mills.”

Widgee Shire Council continued its lobbying. In 1946, A. Jones, Minister for Lands, suggested the probability of a development much beyond what had been proposed. In 1948, the Co-ordinator General advised that the Works and Housing Department were interested in investigating a road to the Double Island Point lighthouse. They suggested the feasibility of a road from Tin Can Bay road along the divide heading Carland (previously Store) Creek. After consideration, the idea of a road to the lighthouse was abandoned. The Main Roads Department advised that another road proposed by Council traversing the eastern side of the Noosa River would require considerable detailed investigation and survey work.

In 1949, the Council operated a passenger service, using a four-wheel drive truck, between Carlo Creek and what is now Rainbow Beach. They sought permission from Forestry to clear an area for picnic and camping purposes, and to build conveniences and a shed for the motor bus. They also sought approval to build a jetty as Carlo Creek was too shallow.

While District Forester S. Jennings agreed in principle with these proposals, the Secretary of the Department insisted any person entering a State Forest reserve between July and February, or camping, must obtain a permit from the District Forester. This led to a predictable reaction with complaints of the impracticability of complying, and a call to excise the area from State Forest 451. Grenning pointed out this could only be done by a special Act of Parliament, which was not desirable. However, he did agree to a special or informal lease.

In 1950, two leases were issued to the Council; Portion 7, a 0.405 ha area at Carlo Creek, and Portion 8, a 1.4 ha area at Eight Mile Rocks. Permission was granted to use local ti-tree (*Melaleuca*) timber to construct a jetty, and round poles for a shed to shelter the truck.

¹⁵ This noteworthy stand of cypress pines was cleared some time after 1975 to enable the development of a caravan park.

In 1955, a Canadian visitor, impressed with the Eight Mile Rocks area, applied for between one and two hectares of land for a holiday and tourist resort, noting in the application that the Titanium Alloy Manufacturing Co has prospected the area.

In 1956, representations were made by Council to G. Kehoe, MLA for Nash, for a road to Rainbow Beach.¹⁶ After an inspection of a proposed route, the Council again wrote to Forestry asking if they would conduct a survey of the route as "... any advantage of such a road would be to your Department and to timber haulers in the locality [who] would be known to you". The Council were again rebuffed when Forestry pointed out there were no subdivision proposals for any part of the Rainbow Beach area, and it was not a function of Forestry to provide access roads to beach areas. Such a road was a matter for the Council, they said.

The Council, with limited funds at their disposal, were remiss in relying on many others including the Forestry Department to use their own scarce resources to the advantage of the Council, without doing the necessary background work. Then Council's own business acumen was found wanting. Responding to a request for support from G. Kehoe, MLA, P. Hilton, the Minister for Public Lands and Irrigation, pointed out there needs to be a business case regarding the desirability of a subdivision. In 1957, he raised the fundamental question; if this were done, would there be any purchasers?

District Forester Doggrell weighed in saying he was generally supportive of a development at Rainbow Beach, but his Department has no interest in log haulage on the road; it would involve a greater cost than transporting logs by water. (He also mentioned the Carlo Point jetty, destroyed by a cyclone in 1954, had been 220 m long.) Grenning supported Doggrell saying that it is cheaper to move timber to Maryborough by water and no advantage will accrue to Forestry moving timber by road.¹⁷ Forestry tried to rebut any involvement in this matter, saying there is no proposal nor is any proposal envisaged, to construct a road to give access to Gympie.

Widgee Council remained undaunted. In 1956, Council wrote to G. Kehoe, MLA, asking him to facilitate discussions with the mining company. They wrote:

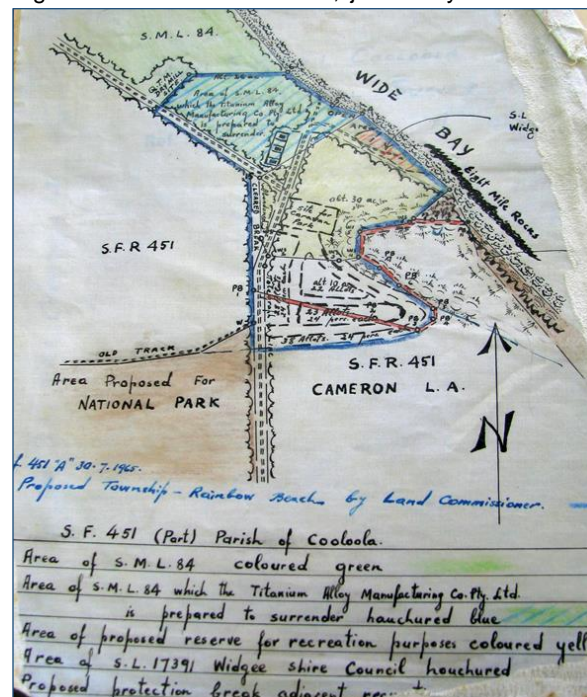
... if the company commences operations at Tin Can Bay, it could do much to advance the interests of the resort ... there is a possibility that such amenities as water supply, electricity, etc may follow the establishment of the mining concern at the Bay.

When the Queensland Titanium Alloy Manufacturing Co. (QTM) stated their need to have a road to Inskip Point for sand mining, Council again asked Forestry to survey the road "... as their own finances were limited".

QTM eventually underwrote the cost of the 30 km road by \$116 000, (about one half) and clearing of the route was in progress in 1964. They then contributed \$35 000

towards the cost of providing power to link Tin Can Bay and their mining plant at Rainbow Beach.

From the first tentative requests for land it had been a long haul for Council. In 1973, just two years short of



Map showing the Lands Department proposal for excision of land from State Forest 451 for a new township, and Special Mining Lease 84 (which became a mill site for processing sand).

declaration of a National Park in the area, 83 allotments of Crown Land at Rainbow Beach realised \$319 350 for a return of 2.3:1 on expenditure. The Council was obviously jubilant, and openly cast acquisitive eyes on further State Forest land.

The Lands Commission Development Branch held discussions with Council and reported that:

...the Council is of the opinion that all that part of the State Forest northerly and easterly of the Rainbow Beach road should be held for future expansion, as well as the area shown for aerodrome purposes, the present Vacant Crown Land at Double Island Point, (part of the original Lighthouse Reserve had been excised from Commonwealth control), a small area southerly thereof, and a small area southerly of Rainbow Beach.

In effect, Council wanted control of the whole of the Inskip Point peninsula and all of the Double Island Point isthmus area, stating later they were needed for tourist developments including a village, after mining ceased. They also sought 150 ha to subdivide above the coloured sand cliffs fronting Wide Bay. Approval was sought for the Lands Commission to approach Forestry to seek revocation of land south of Rainbow Beach, also land between the Rainbow Beach Road and Tin Can Bay inlet.

¹⁶ The name of this electorate was changed to Nash in 1950.

¹⁷ Logs had been transported by water from Cooloola for seventy years.

Hidden wealth in the sands

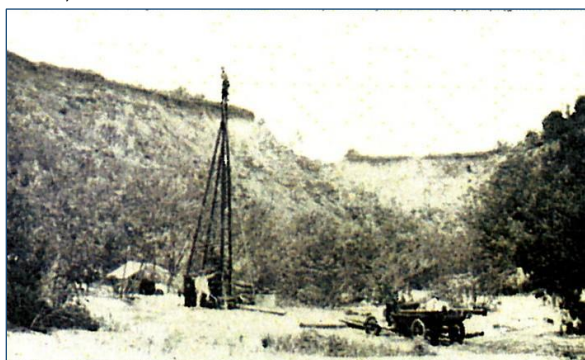
Gold

Many speculators considered there was a hidden wealth in the sands of Cooloola. The *Maryborough Chronicle* of 6 February 1901 reported that several persons had lodged applications for gold leases on the beach, south of Double Island Point. Their interest had been drawn by the presence of a black sand that was said to have been auriferous. Analysis indicated that it contained a few grains of fine gold—only three to four pennyweights to the ton.¹⁸ Also, some samples of ilmenite were sent to Gympie for assaying.

Black gold

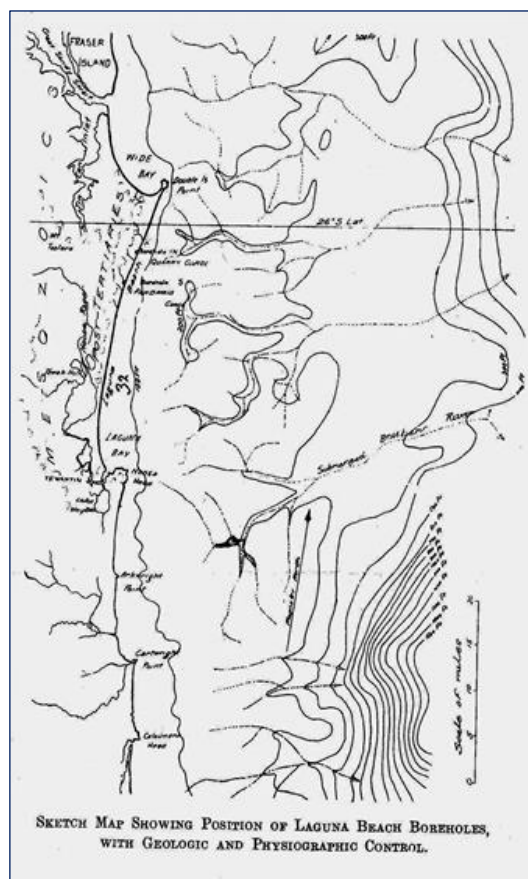
In 1920, applications were received by the Department of Public Lands for the setting aside of two Petroleum Prospecting Areas, each of 800 ha, along the coastal dunes of Laguna (now Teewah) Beach. The leases were adjacent to the beach. The southernmost one of these intruded across Ramsays Portion 806 and the adjacent Timber Reserve 579 (amalgamated in 1920 as Timber Reserve 576). The Department raised no objections to the prospecting but did raise concerns that the drilling operations would necessitate the destruction of trees and forest products and that any such trees cut would have to be paid for.

I confess a degree of curious scepticism when first told of a search for oil in Cooloola, with King's Bore being part of this operation. My early information was always a bit vague, but the term "bore" indicated there could be some basis in fact. A 1924 Government Mining Journal provided some clues both to the specific locations, and what was found as drilling went to greater depths. The journal article contained a contour map of the undersea area off Teewah Beach showing ridges and drainage lines. This underscored a prior, massive rise in sea levels, that I had also been told about.



Drilling for oil, Borehole No.1 North, Quarry Gorge, inland from Laguna (now Teewah) Beach – 1924.

Records on file indicate that Quarry Gorge contains Borehole No. 1 North.¹⁹ It was reported as being 7 km



L.C. Ball's 1924 map of the undersea area off Cooloola and Sunshine Coasts.

Map from 1924 Government Mining Journal.

north of Bore No. 5 and 282 m back from, and 8 m above the high-water mark. Bore No. 1 was the deepest (207 m) bore sunk.

The site of the Pandanus Bore was said to have been 34 km north of Tewantin and could correlate with either the present King's Bore, or the Red Gorge Bore. At this site, Bores Nos. 4 and 5 were about five metres apart. The deeper bore here was sunk to 93 m.

Pieces of wood located during this drilling were identified by the Government Botanist. The specimens were fossil flora: coastal she-oak (*Banksia integrifolia*), and swamp she-oak (*Casuarina glauca*). Other specimens were tentatively identified as the spurred mangrove (*Ceriops candoleana* and the river mangrove (*Aegiceras majus*). The latter three plants may indicate an earlier swamp environment; perhaps they could be driftwood.

Deputy Chief Government Geologist, Lionel C. Ball, suggested in his 1924 report the minute spots and streaks of oil reported may have come from drill rope dressing.²⁰ He summed up his report stating "There are

¹⁸ A pennyweight = 1.555 gram. One ton = 0.907 tonne.

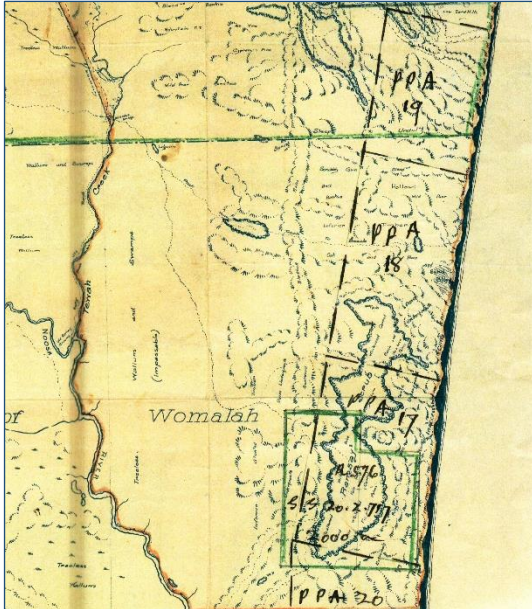
¹⁹ I have located the gorge, but after two attempts, have not been able to locate the bore.

²⁰ 'Report on Oil Prospecting, near Tewantin' by Lionel C. Ball, Deputy Chief Government Geologist. *Queensland Government Mining Journal*, October 15, 1924.

no positive surface indications of the existence of petroleum in the locality where boring is in progress". In his second report, he concludes "the sludge bailed [at] 207 m was showing traces of oil". As there was no further exploration activity, Ball's suggestive report may have been written to influence shareholders.

Sand mining

In 1948, two applications were made for an Authority to Prospect a strip of foreshore 200 m wide from Inskip Point southerly to Point Perry, on the Sunshine Coast.



1923 map showing petroleum prospecting areas.

Initially, the Forestry Department did not object in respect of Cooloola, but were opposed to mining around the coastal area adjacent to the Noosa National Park²¹.

A bewildering array of mineral sand mining companies and their subsidiaries moved into the Cooloola area in the 1950s. Prospecting leases were taken out across the high dunes, and along Teewah Beach.²²

Kings Bore was defined during a 1956 beach survey at about 80 m south of the exit point of Kings Bore Track onto Teewah Beach. Almost certainly this bore was sunk as part of the search for oil in the early 1920s, but whether King was a driller, or perhaps a shareholder, is not yet known. Several bores were numbered, or named, but Kings Bore was not specifically mentioned by name within Lionel Ball's detailed report. A metal bore capping could still be seen about 1980, when a build-up of sand began to cover it.

In 1962, The Titanium Alloy Manufacturing Company applied for a Special Mining Lease at Inskip Point. The Forestry Department was concerned that the proposal included complete deforestation of 800 ha of the

peninsula, then dredging the sands. Local Forestry management was also concerned at a possible increase in groundsel bush as control methods exercised by Widgee Shire Council of this noxious weed left "much to be desired".

In 1963, sand mining companies applied for two leases of over 6000 ha of the high dunes in Cooloola, including the coloured sands; this was subsequently withdrawn. Mining companies then lodged applications to mine the mineral-rich Double Island Point area; this proposal was abandoned in 1968. The on-going issue of which mining company was involved with which lease across these years is complex; many companies seemed to be subsidiaries of larger international corporations, changing names and lease numbers often.

Also, in 1963, an application for a 159-hectare dredging lease along Inskip Peninsula by The New South Wales Rutile Mining Co Pty Ltd stated an intention to prospect for ilmenite, rutile, zircon, monazite, magnetite, scheelite, tantalite, tin, garnet and platinum. Clearing for the road between Eight Mile Rocks and Inskip Point commenced in 1964. In 1966, 2171 ha of mineral leases north of Rainbow Beach were revoked.

In May 1970, sand miners lodged applications to mine 6252 ha in ten separate areas across the high dunes. This was contested by the Forestry Department (represented by District Forester Doggrell) and conservationists (including Dr Harrold of the Noosa Parks Association), in the Gympie Mining Warden's Court. The areas applied for included good commercial hardwood forests and rainforest; one area came within 100 m of Lake Freshwater. The minerals were said to be worth \$150 million.

Further interest was shown with applications to mine the heavy metals: rutile, zircon, ilmenite and monazite on the southern Teewah Beach area. On this occasion, the construction of a bridge over the Noosa River was supported by a local tourism body. The mining companies were already operating a ferry across the river. During this era, the companies were prospecting across the high dunes and along the whole length of Teewah Beach.

By 1972, beach sand mining was occurring along Teewah Beach; the companies sought approval to stockpile sand at Freshwater. This was resisted by Doggrell in favour of a site just north of Freshwater. The mining company, Cudgen R.Z. Ltd, obtained a Permissive Occupational Permit of 0.6 ha on the beach front at Freshwater. By 1975 a separation plant and accommodation huts had been built on this lease across the mouth of Freshwater Creek. Beach sand was being brought to this processing plant from other areas by six-wheel-drive trucks.

²¹ This National Park proclaimed in 1939. Additional areas were added in 1967, 1972, 1984, 1988 and 1992.

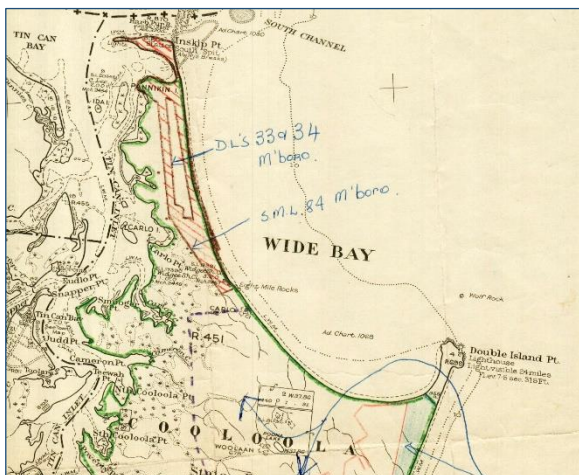
²² An excellent synopsis of the sand mining era may be found in *The Cooloola Conflict* by the Noosa Parks Association and the Cooloola Committee, January 1981.



Separation plant and sand stockpile at the mouth of Freshwater Creek – 1975.



One of the main areas for mining was at Inskip Point. Here mining companies rehabilitated the area by planting bitou bush (*Chrysanthemoides monilifera* subsp. *rotundata*) and she oak trees. On one occasion the sea broke across the peninsula. Today there is still a deep hole in the waters of Pelican Bay; this was dug by the mining company to assist loading their dredge for its journey to Fraser Island.



Map showing mining leases in the Inskip Point area – 1962.

The presence of District Forester Doggrell was critical during this time. First and foremost, he was a forester, but he saw other values in the area besides timber. He fought hard to keep the miners out of the commercial forests in the high dunes; he argued the companies must not be allowed to recover their security deposits until the residue of their many camps was satisfactorily removed or buried. (He was already thinking of a National Park in the area stating the removal of rubbish should not be a charge against National Park management.)

District Forester Doggrell was critical of the Widgee Shire Council—working for a mining company—making a mess with their bulldozer along the Telegraph Track to Double Island Point. On one occasion Forestry staff could not access a fire by four-wheel drive vehicles along this route and had to carry their equipment for two kilometres.

Mining companies were not allowed to use the Freshwater Track for movement of heavy trucks, forcing

them to cart their recovered mineral south across the Noosa River. Nor was a local fuel company permitted to transport 20 000 L of distillate per month along the track.

In 1973, the Transport Workers Union announced its intention to place bans on all new mining areas at Cooloola, Fraser Island and the Great Barrier Reef, saying the Union would not stand by and see Queensland's heritage exploited by mining and oil companies.

Mining leases existed along the beach from Teewah Village to Double Island Point, but not in Fauna Reserve 1093.

In a shock move, government politicians, who opposed the decision of the Premier and Cabinet to issue mining permits, convinced the Department of Mines to reject all sand mining applications. The mining companies then instituted legal proceedings in the Queensland Supreme Court. When this was defeated, they took their case to the Privy Council, in England, where it was again rejected. As a result of community concern, the Federal Government withdrew export approvals for minerals from many—but not all—of the mining leases on Fraser Island.

As a result, the mining companies started to withdraw from Cooloola (and Fraser Island) with the intention of renewing their operations on existing leases in the future; pits were excavated on Fraser Island and stockpiled mineral sand was buried. Unfortunately for the mining companies there was a slump in world prices for beach sand minerals and their expected sales and huge profits were not realised. (An application was received in 1981 to extend some Cooloola leases for a further 21 years.)

In December 1975, Cooloola National Park 1238 of 23 030 ha was gazetted. The park was made up of 14 860 ha from State Forest 451, 6920 ha from State Forest 1004 and 1250 ha of Vacant Crown Land. The 4290 ha Fauna Reserve 1093 was added soon after, as were other parcels of land. The existence of mining leases adjacent to Cooloola and Noosa National Parks created management problems for years to come.

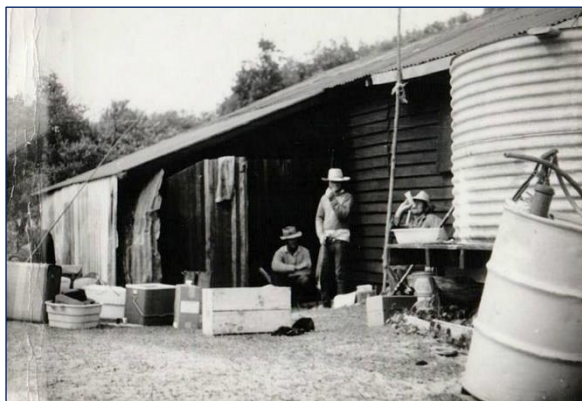
The huts in Cooloola

Early Forestry records indicate that huts were being erected along the Cooloola beaches in the 1950s and were accessed via Teewah Beach. At this time the only access from the Gympie district was by horse or boat. Access tracks to the beaches were few and were confined to those that were put in to give access to the telegraph line to Inskip Point and the Double Island Point lightstation and to those tracks built during World War Two for military use. Another track has been made between Carlo Point and Mudlo Rocks.

Forest Ranger Roy Henderson told me that in the late-1970s, Forestry's only access into Cooloola was by way of Tin Can Bay and the Telegraph Track. This four-wheel-drive track and beach access were dependent on weather and suitable tides.

In July 1959 two professional fishermen, W.G. Dennington and B.J. Ross, applied for a lease of an area near the lagoons at Double Island Point. The original hut was close to the existing amenity block, near the Leisha Track. Early in 1960, they made a fresh application for a lease, this time for a 130-hectare lease covering a strip across the isthmus at Double Island Point. They sought this area as they wanted to build up to six motel type buildings on the level area near the lagoons. They promised that public access along the track from either beach would be maintained provided it was not abused.

More than a dozen similar requests followed within the next twelve months. This sudden lodgement of lease applications may have resulted from a perceived need that the Forestry Department had to keep an active watch on the foreshores due to an increase in wildfires. Hut owners were told to apply for leases to formalise their unlawful actions.



Professional fishermen's huts at Double Island Point – c. 1975. Photo: S. Chaplin.

Local Forestry officers were sympathetic towards the applicants. The Head Office of the Department in Brisbane forwarded letters to the Lands Administration Commission raising no objection to the granting of leases and listed a few desirable conditions. The forests were suffering from frequent fires emanating from the Teewah

Beach area, and Forestry wanted adequate controls imposed.

According to Forestry files, Ross's Camp (now Little Freshwater) was named after William John Ross, the person who first opened access from the beach to the level area behind the frontal dunes. Ross's daughter, former Noosa Shire Counsellor Olive Macklin (now Olive Donaldson), describes the huts as being substantial, built from sawn driftwood collected along the beach.

Agitation by hut owners for a Camping and Recreation Reserve at Ross's Camp stalled when the Senior Clerk at the Widgee Shire Council said that the Council would not be interested in becoming Trustees of the Reserve.

Further applications for leases were made along Teewah Beach for more huts at Freshwater and at Double Island Point near the lagoons. By June 1960, 15 huts or tent camps existed, with most of them being at Ross's Camp.



Mining era huts at Ross' camp, Little Freshwater, Teewah Beach – 1960s. Photo: Queensland Government.

It is thought that A.R. Davidson of Wolvi was the owner of the hut and stockyards at Freshwater. The improvements were being used by various graziers whose cattle frequented the area.

In January 1961, at the instigation of District Forester Doggrell, Forestry issued written instructions to owners to remove their structures from State Forest 451. Hut owners objected and made representations to Max Hodges, the Member for Gympie, and Otto Madsen, the Minister for Agriculture and Forestry. A directive was issued by Forestry Head Office stating that short-term extensions were to be offered to those who applied for them.

The bureaucratic processes with respect to the issuing of leases went on for many years. There was endless correspondence between the applicants and Toolara and Gympie Forestry offices, the Forestry Department Head Office and the Land Administration Commission. Once politicians became involved, Doggrell's attempts to control the unlawful activities along coastal areas were not supported by his own department. Confusion reigned, with local Forestry staff endeavouring to remove huts, while Head Office was granting extensions to some

owners. One owner sought and was granted a two-month extension directly by Head Office.

Fundamental to control was the attitude of the Land Administration Commission, which had surveyed the Town of Teewah, but withheld the release of allotments "because of lack of practical access". As a result of inter-departmental inspections along the beaches during May 1961, Forestry and the Land Administration Commission agreed that "the time is not opportune for excision and opening of a coastal strip". Both the Inskip Peninsula and the land between the Noosa River and Teewah were noted as being more suitable for alienation. At an auction in July 1961, 24 allotments within the Town of Teewah were sold, many to beach hut owners.

In a lengthy March 1972 memorandum, Doggrell wrote that beach traffic in the 1930s averaged one vehicle per week, and that now there were definite traffic hazards on the beach due to conventional as well as special vehicles using the beach on most weekends. He disliked "beachcombers, [whose] main interest is taking anything that can be turned to short-term profit", and squatters, whose buildings were clearly irregular and invited legal action for trespass.

His other on-going concerns were: fires, shooting and small-scale souveniring. Flints and stones were being removed from Aboriginal middens, and entrepreneurs were removing commercial quantities of coloured sand. The removal of coloured sand was supported by the Widgee Shire Council. Forestry attempts at control were ineffective, and no extra finance was available to enforce the rules that removal of sand was not permitted. Staff safety was a concern, and two staff had to be rostered for each tide-dependent patrol. Radio communication from the beach was problematic and those communications that could get through, had to be relayed via the Forestry's communication centre at the Noosa National Park. Messages were then passed to the Forestry office at Pomona for relaying to either Toolara or the Gympie District Office.

Shortly before his retirement in 1972, Doggrell's concern and frustration at enforcement along the beach, and the department's unrealistic attitude towards control, came to the fore when he wrote:

I am most concerned over the lack of a more realistic attitude to control. At this stage I feel obliged to consider asking to be relieved of responsibility for control of interference in this field as there is evidence that I am regarded as deliberately being a party to the regular practice of visitors 'souveniring' sand. Also, the inference from perhaps token control on the beach and no restriction whatever on size or numbers of coloured sand samples offering at numerous points off the beach is patent to all.

He summed up the saga of the huts with a degree of prescience:

Locating of squatters is proceeding but lagging behind the increase in numbers of huts built ... at one stage I favoured no real pressure on these squatters until the proposed National Park was a reality. However, it now appears clear that, while the date of

gazettement may not be actually receding, this event is so far in the distant future that squatters and their associated pollution may be listed as one of the features of the beach area by that date.

When staff from the newly created Queensland National Parks and Wildlife Service (QNPWS) took responsibility for the Cooloola area in 1975, they found there were at least 61 structures within the newly created National Park for which no permits could be found. Most of these were at Double Island Point. The actual numbers of huts varied slightly, as different officers from Brisbane were involved, on separate occasions, with questions raised of what was a hut and what was junk. Immediately they took control of the area the QNPWS sought to have the huts removed voluntarily. Failing this, the department was prepared to apply to the court to force the owners to remove them.

Despite being illegal, more huts were built as local people capitalised on a lack of on-site QNPWS staff. It was a case of stand your ground and use bluff and obfuscation. In 1978, when challenged by National Parks, the hut owners claimed ancient squatter's rights. They would often point out, and argue vehemently, that they had prior rights, because the huts were established before the National Park came into being.

The structures represented an attempt by many people to stake a claim on what they viewed as Vacant Crown Land, but a fundamental difference in this area was that most of Cooloola was regarded by law as being "occupied" Crown Land. It had not been "vacant" since 1880, when it was declared a Timber Reserve. It continued to be "occupied" in various forms until 1925, when its tenure was converted to State Forest, then again converted to National Park in December 1975.

The huts at Little Freshwater

In February 1978, QNPWS wrote to the Widgee Shire Council, asking them to confirm the status of the huts on the Council controlled Recreation Reserve 1101 at Little Freshwater Creek. The QNPWS also suggested that signs be erected to indicate that the reserve was not part of the National Park.

The mining leases between Teewah Village and Double Island Point were not cancelled when the National Park was proclaimed in 1975.

Knowing the location of original survey pegs was an advantage to me in determining precisely where Mining Leases 571 and 574 (formerly Dredging Leases 12 and 17 on State Forest 451) jutted inland here. They had been granted in 1956, prior to declaration of the 1.2 ha Recreation Reserve 1101. A degree of confusion arose when it was realized the reserve had been gazetted without cancellation of the mining leases. Cudgen R.Z. stated the huts were not their property and cast doubt they were on their leases. A variation of the deception encountered in dealing with other huts then developed.

Widgee Shire Council approached QNPWS in July 1978 seeking the names and addresses of hut owners on the Recreation Reserve 1101, so that Council "could take appropriate action to remove them". In January 1982,

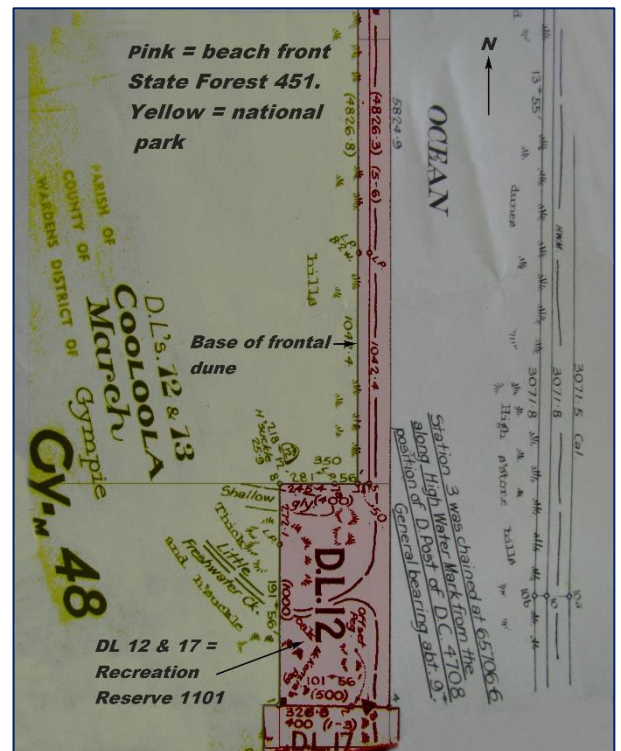
Councillors inspected Double Island Point, Freshwater, and Recreation Reserve 1101 with me. I explained that the presence of their recreation reserve, and the huts at Little Freshwater, inhibited any development of the National Park here as a modest camping area. The difficulties for Council to manage this small area would be prohibitive.

Department of Forestry officers located two owners of a hut on State Forest 451 who then sought permission to have the hut left for the coming summer season, agreeing to remove it by 30 January 1983. One of the owners duly advised that he had relinquished his interests in the hut to the other owner. This second owner made representations to the Minister for Lands, Forestry and Police, who granted a three-year extension on the 1983 agreement. The approval was not met with approval by local Forestry officers, who were not consulted; the matter dragged on for years.



Fishermen's huts beside the lagoons, view towards Double Island Point – mid-1970s. Photo: S. Chaplin.

It is thought by some people that the issue of these huts, and the continued presence of Recreation Reserve 1101, was directly related to Council's frustration at being denied the opportunity to open the coastal area for tourism, and the antipathy of Council towards QNPWS at that time. Thirty-five years after other structures were removed, hut owners at Little Freshwater have continued to enjoy exclusive use of this beach front area. Today (2020) there is even a "No Unauthorized Entry" sign on a gate prohibiting access to this public area



Mining leases along Teewah Beach.



*Huts associated with the stranding of the Cherry Venture – c. 1975.
Photo: Queensland Government.*

Commercial activities

Over the years, many people have endeavoured to gain a toehold in the Cooloola area to establish the individual's particular enterprise. With the wisdom of hindsight, these individuals must have surely failed mainly due to the inhospitable nature of the terrain, and difficulties of access and egress to reach markets. Tourism is the one industry that has lasted in Cooloola, after many other attempts at commercial exploitation have failed.

Dugong

The earliest commercial exploitation of marine resources of the area commenced with dugong. Immense numbers of these animals had been reported by Ebenezer Thorne in *Queen of the Colonies*. Thorne described these marine creatures as being a "wonderful denizen of the Queensland waters". They were plentiful in the waters of Tin Can Bay, Sandy Strait and Hervey Bay with one early report mentioning a herd being in the thousands. Another report mentions a herd being about five kilometres long by one kilometre wide. The first harvesting of dugong started in about 1850. The flesh was boiled down to obtain medicinal quality oils; skins had a variety of uses, even as brake shoes on buggies and wagons, and the flesh was a valuable food source. The fishery peaked in the 1870s then declined rapidly.

Flora

Christmas bells

Early reports in The Gympie Times indicated that between the two World Wars thousands of Christmas bells (*Blandfordia grandiflora*) flowers were picked annually from the wallum plains of the Cooloola area. They were sold in Brisbane to aid charities such as the Red Cross. A search of Forestry files does not record details of any permits being issued, or royalties collected.

The flowers were often pulled from the ground destroying the plants. Despite this, Christmas bells are not extinct, but it is uncommon to see a mass flowering. There seems little doubt that regular, indiscriminate harvesting of the plants has caused vastly reduced flowering.

Jack Bacon once told me the following story:

I was present with the Conservator of Forests Alan Trist, District Forester Reg Doggrell and Ken Straker (Straker's sawmill, Gympie), when Alan said that he was going to pick some of the Christmas bells. Reg retorted that he couldn't, as the plants were protected. Alan calmly said if he couldn't pick them, he would cut them, and produced a pocket knife.

Elaine Brown recalls making a trip up the Noosa River in about 1960 and remembers "the whole plains were coloured red with Christmas bells".

Fox tail fern

The fox tail fern is not really a fern, but a sedge (*Caustis recurva*). In May 1991, six months before the area



Christmas bell flowers. Photo: B. Thomas

became National Park, Forestry re-issued permits for the collection of this plant from across State Forest 451. The royalty value for the plants was 49 cents per kilogram, green weight.

Forest Ranger Bill Franke's son, Alan, was once employed picking these plants. They were sent to Toowoomba, sprayed with a preservative, then air freighted to Europe where they were in demand for dried flower arrangements.

Coloured sands



Fox tail fern. Photo: K. Johnson.

The Cooloola area isn't the only source of coloured sand. With the threat of sand mining in Cooloola in the 1960s, and the stranding of the *Cherry Venture* in 1973, public attention was focussed on the area and its coloured sands. As the area was the easiest to access by conventional vehicles, a number of locals began bottling the multi-coloured sand. The sale of bottled coloured sand and coloured sand paintings became widespread. Reg Doggrell opposed the removal of these sands for commercial purposes, once rostering several staff for enforcement duties along the beaches. The Widgee Shire Council, in turn, raised objections at attempts to police the illegal activities, seeing this as a threat to tourism. However, not all coloured sands sold in bottles were authentic; one entrepreneur obtained white sand from elsewhere, then used dyes to produce the multi colours.

Honey production

Fig Tree Point was once used as an apiary site. There is one record in an old Lands Department file of an apiarist with beehives complaining of the activities of professional fishermen stripping bark from ironbark trees nearby to colour their nets. Ironbark trees? Those two words excited my curiosity. The nearby high rainfall country seemed to vary from being mainly wet to swamp, with not many dry sites on which these trees would grow. This led me off into the forests to locate these ironbark trees.

Instead of canoeing into the small blind lagoon north of the Cooloola Overflow, I landed this time, and explored the area by foot. The apiarist was correct. There is a small rocky hill on which ironbark trees grew. There were bits and pieces of European detritus scattered about. The quantity of ironbark would have been insignificant as bee forage for a commercial apiarist, but bark stripping could have led to the extermination of this small stand of timber. It seemed the fishermen, making their own nets with white thread, needed to dye those nets to match the tannin coloured water in local waterways.

This hillock was also important geologically in the shaping of the Noosa River flood plain. Its rock and clay-based soils were hard enough to cause the nearby Noosa River to make a dramatic change of direction around the knoll, changing course from south to west, and then back to the south. The harder, rocky material was resistant to the erosive forces of the river causing the flow of the river to be deflected.

A 1930 request for a four-hectare parcel of land on Mt Sewah for an apiary site, did not appear to have been well considered by the applicant. Moving hives and extraction equipment to this area would have been impractical.

Mt Bilewilam

In 1975, this small isolated hill of State Forest sitting astride a public road was surrounded by National Park. The hill is a sandstone conglomerate and was seen by the Widgee Shire Council as a long-term source of road making materials. On many occasions they sought control of the rock and gravel deposits here. Forestry drew up plans relating to where, and how, the Council could take quarry materials. Of concern to Forestry was their own need for road making materials, and an outlying existence of golden candlesticks (*Banksia spinulosa*) in addition to a ground orchid (*Dipodium hamiltonianum*). Forestry was also concerned that Council activities may be a threat to some long-term fire research experiments on the south side of the highway.

There was also a valuable deposit of fine sand located here useful for pattern making in foundries, prior to casting molten metals into moulds.

Beaches, lakes and bays

After timber getters, commercial fishermen were the next to be attracted to Cooloola's resources. The development and availability of four-wheel and six-wheel-drive vehicles after World War Two enabled fishermen to more readily harvest the oceans, and to either convey their catch back to the fish board at Tewantin immediately, or to operate temporary freezers. Their direct effect on the Cooloola land area was really peripheral, with huts and tracks, but their use of bluff and obfuscation and bending the rules or breaking the law, by some, encouraged others to do the same.

One example concerns an illegal hut built at Little Freshwater. After the initial mining exploration concluded, the ex-miner tried to stay in the area claiming that, as a former mining employee awaiting re-commencement of mining, he had a right to remain. He was engaged in collecting cuttle bone, also known as cuttlebone fish, from the beaches and sending it to New South Wales.²³ When questioned why he should not be moved on he argued vehemently he should be allowed to remain as our Australian Constitution prevented interference in interstate trade.

The commercial dredging of lakes along the Noosa River was practised until the 1980s. The dredging of Lake Cootharaba by commercial fishermen leaving a visibly muddy water raised the ire of many residents and visitors. Professional fishermen were urged by QNPWS staff to avoid the shallow areas in Fig Tree Lake thus leaving birdlife undisturbed for visitor viewing. These areas were determined by survey and defined by pegs.

The abortive attempt of one individual to use the National Park near Carlo in Tin Can Bay as a base for commercial oyster production was short lived. Moving caravans and all the paraphernalia needed for his enterprise onto the National Park was another case of bluff. He claimed he knew the area was National Park. However, erecting private property signs, then setting and leaving an unattended burn-off fire to protect his camp was a bit much for me!

The carelessness of some amateur fishermen has also been the cause of many fires both along the beaches and adjacent to Tin Can Bay during the Forestry management era, and since the National Park was created. The rubbish left on the beach around camp sites reflects little credit on this section of the community, but it is the more insidious effects of human wastes from the pressure of more and more campers—thousands at a time and commercial in their effect—that will inevitably create a problem for management.

²³ A hard, brittle internal structure found in all members of the family *Sepiidae*, commonly known as cuttlefish. Cuttlebone is able to withstand high temperatures and is easy to carve. For this reason, it is used as a mould-making material for small metals castings for the creation of jewellery and small sculptured objects.

Tourism

Early tourism commenced after World War One, ferrying tourists along Teewah Beach to view the coloured sands. Vehicles were ferried over the Noosa River on decking straddling two row boats. The Massoud family from Tewantin combined tourism with a contract they held to deliver mail and supplies to the lightstation at Double Island Point. Vehicles were conveyed across the river on planks fixed to two rowing boats. The stranding of the *Cherry Venture* in 1973 brought an increase in visitation, with visitors also keen to see the threatened coloured sands.



Top: Ferrying a light truck across the Noosa R. – 1920s.
Bottom: Tourists on the beach – 1920s.
Photos: Gympie Regional Council.

The Cooloola Cruises company was established by Bert Rozema operating along the Noosa River. He built a picnic area on Kinaba Island and used solid hull displacement boats, travelling from Tewantin into the river above Lake Cootharaba. The business was later acquired by Noel and Diana Playford. Following declaration of the National Park, other companies introduced faster planing-hull boats traversing upstream to Harrys Hut, and sometimes to Camp Site No. 3.

Completion of the Sir Thomas Hiley Visitor Information Centre at Kinaba in 1978 saw a sustained increase in visitation into the lower reaches of the park. Establishment of basic camping facilities at Harrys Hut, with other camp sites up-river, saw an explosion of

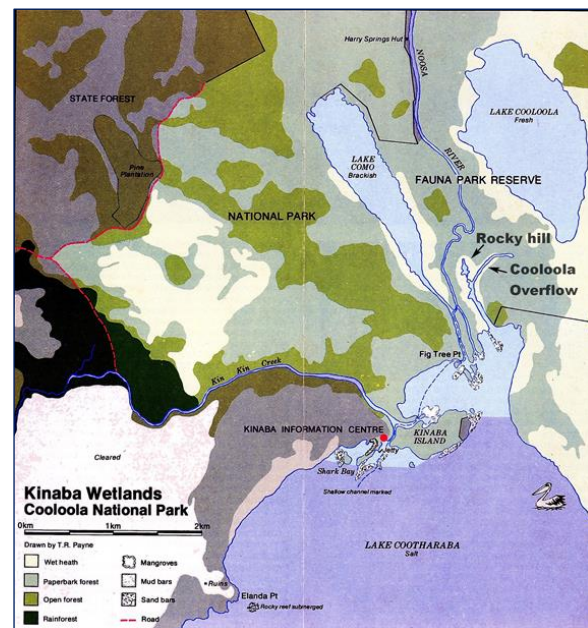
canoe-based campers, especially groups of school children.

Other companies at Rainbow Beach and Tewantin started bringing tourists into the forests by vehicle. Beach and forest tours expanded to include a beach and river round trip, with a stop at the Kinaba Information Centre; a long day, sometimes problematic, with issues based on tides and weather.



Early cruise boats. Photo: B. Thomas

The QNPWS was concerned at the quality of information being given to tourists and held a two-day seminar at Tewantin in 1983 (including a field day by boat to Harrys Hut), with the specific aim of providing better information for tourist operators to impart to their guests.



Brochure of Kinaba Wetlands undated.
Queensland Government.

Cooloola Cove

The Widgee Shire Council, painfully aware of the rapid development of its neighbouring southern shires, developed a pro-development attitude towards its coastal region. They actively supported sand mining, and the alienation of State Forests for urban and pasture development.

In 1967, 2455 ha of Crown Land in the Tin Can Bay area was made available by auction to the public as four separate leases.

A special lease for one block was awarded to a partnership—the Bayside Cattle Company—comprised of thirteen prominent professional and business persons living in, or working for the Widgee Shire. Within six years, this company converted their lease to freehold and sold the land to a Melbourne-based development group for the residential development—Bayside Village. According to advertisements in *This Month in Gympie* July 1976, the land in Bayside Village was being developed “discreetly and intelligently”.²⁴

Widgee Shire Council approved of this development for their town plan allowed for an eventual population here of 20 000. According to the advertisement, Council was supportive of the proposed sub-division as they planned to contribute over \$1 million for Stage 1 of the project. The advertisement also stated the project allowed for a golf course, a motel and country club (for which purchasers of land would automatically become members) and that the development would be promoted all over Australia.

Concern was expressed for the future of a bora ring in this locality. The fine white clay found in the adjacent creek was used for initiation ceremonies, body painting, a poultice for wounds and as an object of trade. The 2.455 ha Pipeclay National Park was gazetted in 1974 to protect the site.

There was some consternation when conservationists realized it was intended to obtain water for the development from Tewah Creek, (a major tributary of Noosa River) and not Teewah Creek (adjacent to the development and draining into Tin Can Bay), but by then, it was too late. Since this time, maps show the former Tewah Creek (spelt this way for 100 years) as Teewah Creek. In late 1975, just five weeks prior to the declaration of Cooloola National Park, Widgee Shire Council were granted rights to draw a substantial quantity of water from Teewah Creek for existing and future housing developments.

In the 1980s there was a groundswell of agitation to bring more tourists to the coastal area now being rebadged as the Cooloola Coast. Widgee Council was adamant that their shire should be a stand-alone tourist region and that it should not be connected with either the Sunshine Coast or Fraser Coast Regions.

Shortly afterwards, Bayside Village became Cooloola Village. Perhaps because of a fresh promotional push, the name was again changed in 2000 to Cooloola Cove.



Stage 1 of Cooloola Village – November 1982. Photo: B. Thomas.

²⁴ *This Month in Gympie* was printed by *The Gympie Times*.

Invasive plants

A troublesome, insidious and often overlooked aspect of management of Crown lands may be caused by stockmen from drought affected areas seeking to agist their stock on those areas. The inadvertent introduction of invasive noxious plants by stock increases the management costs incurred by the Government in maintaining this land. Most of these plants have been introduced into Australia from other countries. Some have been a legally declared pest; many have proved almost impossible to control.

While birds can be the causal agent introducing some plant pests there is little doubt that in the Cooloola area, cattle, sheep and horses were the primary cause of the introduction and spreading of these plants. Seeds are carried in their feed, on their coats and in their gut. One plant that became a serious problem was deliberately introduced, by sand miners.

Bitou bush

Bitou bush (*Chrysanthemoides monilifera* sub. *rotundata*) is an evergreen flowering shrub or small bush native to South Africa. It was introduced into Australia near Newcastle—perhaps through dumping of ships' ballast—in about 1908. After sand mining commenced in Cooloola in the 1960s, a high sea caused the ocean to break across the peninsula at Inskip Point. According to one sand mine manager, his company planted bitou bush to colonize and stabilize areas of bare sand at Inskip Point and on Fraser Island. Seeing its invasive spread, particularly on Fraser Island, the manager said he took steps to eradicate it there, albeit unsuccessfully. In 1978, there was a heavy infestation along the Inskip Point peninsula.

Fortunately, there was only one minor occurrence of this plant in the National Park, in front of Rainbow Beach township. Volunteers removed most of it by hand in 1979. A few years later the plant was declared a noxious weed—despite it not posing a threat to farming country—and staff from the Alan Fletcher Research Station at Sherwood, Brisbane, became involved with its eradication from Inskip Point and Fraser Island. Isolated occurrences still appear.

Lantana

Lantana (*Lantana camara*) is a native of the America tropics. It was first recorded in Australia in the Adelaide Botanic Garden in 1841. It spread very quickly and in the early 1860s it was declared a weed in Brisbane and Sydney. It appears to have been well established in the area adjacent to the Tin Can Bay part of the Timber Reserve in the 1900s. The plant is spread by vegetative reproduction where stems send roots into the soil. Also, birds and some animals consume and pass the seed in their droppings. In 1923, D. Markwell reported that during the past 30 years, this woody plant had formed an

impenetrable barrier along the State Forest 451 foreshore of Tin Can Bay. He was supportive of a 1937 application for development near Pelican Bay, saying it would assist control dense clumps of lantana. This weed is mentioned at Double Island Point in 1938, as a nuisance at Mudlo Rocks after the Second World War, and in other areas of disturbance caused by logging and cattle.

Groundsel bush

Groundsel bush (*Baccharis halimifolia*) is a native to the United States of America. This woody shrub was introduced into the Brisbane region some time before 1900 as an ornamental plant. In 1962, groundsel bush was mentioned in records as occurring in the Inskip Point–Tin Can Bay area. In 1978, it was a serious but localised weed in the damper wallum country near Tin Can Bay, and on Double Island Point. There were dense thickets of the weed along some gullies in the western catchment, perhaps where it had been buffered somewhat from frequent fires.

The weed particularly favoured saline areas flooded by very high tides (e.g. Tin Can Bay and Noosa River north and south of Lake Cootharaba). It was also widespread and plentiful on Elanda Plains. However, the infestation in the National Park to the north was minor compared with nearby Crown and freehold lands. Council weed inspectors actively enforced its eradication; land could not be sold unless it was free of this weed. It was a serious pest for the whole community.

Researchers from the Alan Fletcher Research Station released biological control insects (gall wasps and plume moths) into heavy infestations of groundsel bush on islands in Moreton Bay, then in 1983 approached QNPWS to release them at Mill Point on Elanda. The insects were also introduced on infected plants into many heavily infested areas in environmental parks on the Sunshine Coast, and parts of Cooloola.

The biological control agents have been an outstanding success in virtually eliminating it from our landscape. Although odd residual groundsel plants may be recognized by older residents, it is now just a memory, with younger people not knowing it.

Prickly pear

Prickly pear (*Opuntia* sp.) is a spiny, drought-resistant succulent. The drooping pear tree (*Opuntia monacantha*) was imported from America into Australia by Governor Phillip at Port Jackson in 1788 to establish a cochineal dye industry. It was also used as a natural agriculture fence. By the mid-1920s, this dangerous invasive plant had spread across more than seven million hectares of Queensland. The seeds were spread by cattle and emus eating the fruit of the pear. Special laws were enacted

forcing farmers to eradicate it; many tried, using the recommended arsenic pentoxide, but lost the battle—and their farms. Biological control methods were begun in 1912. After a few failed attempts and the introduction of the cactoblastis moth (*Castoblastis cactorum*) in 1925 this stem-boring moth destroyed almost the whole seven million hectares.

Cleminson's 1923 map of the Cooloola area shows the area from south of Freshwater north to Double Island Point was infested, with an isolated occurrence adjacent to Tewah Bridge.

Herbert Missing of Bauple visited Double Island Point lighthouse early in 1925. He reported that there was a lot of prickly pear infested lands near Double Island Point with several sandhills almost covered and a large number of plants on the point itself. This was a serious matter with the Prickly Pear Land Commission immediately implementing control methods.

South of the lighthouse reserve at Double Island Point, W. Cotter held an Occupation (grazing) Lease on part of SF 451. Two land rangers, who were despatched to report on the outbreak poisoned some of these plants. Noticing a quantity of pear growing on the high water mark they ascertained that lightkeepers had been digging out the plants and throwing them over the cliff. Apparently, the alarm was raised within the Commonwealth Lighthouse Service for light keepers were then required to poison the plants. According to a later report all the prickly pear was now "quite dead". However, the initial efforts of the Double Island Point lightkeepers appeared not to have been successful for, in 1931, about 25 ha of the reserve was reported to be badly infested. Previous efforts to rid the area by throwing plants over the cliffs had, in fact, spread the weed into inaccessible places. Water at the lighthouse for spraying was scarce and a recommendation was made for a release of 100 000 cactoblastis eggs; these were liberated in October 1931.

In 1934, A. Gibson of Tewantin complained that the prickly pear at Double Island Point was spreading and suggested a further release of cactoblastis eggs. Prickly Pear Land Commission Ranger M. Gibson considered the infestation had increased as strong winds have blown most of the insects out to sea. He reported that cactoblastis insects seemed to be working better in the more sheltered areas to the south. There was a fairly large infestation about seven kilometres south of the lightstation. Another 100 000 eggs were released on the extreme eastern side of the headland.

In 1938, B. Mark of Tin Can Bay, wrote that:

Prickly pear was spreading rapidly and at present is bearing a heavy crop of fruit. As emus are plentiful in this portion of the country, they are likely to spread the seeds over a large area.

A further 200 000 cactoblastis eggs were conveyed by boat from Tin Can Bay to the headland in 1939, where they were released into the lighthouse reserve and further south into State Forest 451. Cattle were reported to be:

... breaking down a considerable number of large bunches of pear, the leaves freshly broken making rapid growth.

In 1940 Lightkeeper H Geater reported:

... the prickly pear around the dwellings is almost all cleared away and burnt off, also a wide track leading up to the lighthouse ... The distribution of eggs ... appears to be effective in the gullies, but not on the hills.

Lightkeeper Cleaver reported in 1941:

... the pear is very scattered and does not appear to be any worse than it was twelve years ago when I was stationed here.

Prickly pear still (2020) occurs on the headland; any increase appears to be kept in check with a matching surge of cactoblastis. It had been a close call.



The cliffs below the Double Island Point lighthouse. At one time this area had many prickly pear trees – 2009.



Prickly pear at Double Island Point showing signs of cactoblastis attack.

People who influenced land use in Cooloola

As early as 1923, some people could recognize values other than timber and cattle in Cooloola. Percy Booth wrote complaining of coming across:

... empty jam tins and broken bottles and other evidence of vandal picknickers [sic] at Lake Poona.

He described the lake as:

... a small and very beautiful lake ... a perfect gem ... [it would] make an ideal health resort.

He suggested that 400 ha at the lake should become a reserve. Lands Commissioner Stevens, awaiting Forest Foreman D.A. Markwell's report, stalled the issue, describing the country as

difficult of access and very treacherous to traverse so [it] does not seem suitable for a health resort.

In September 1960 the Land Administration Commission was dealing with an application from the Tewantin and Noosa Chamber of Commerce and Industry. They had requested the reservation of an area embracing Camping Reserve 657, vacant crown land and parts of State Forests 392 and 1004 and Timber Reserve 937 as a National Park.

In 1960, the Queensland National Parks Association asked that favourable consideration be given to the establishment of a National Park containing coastal dunes and wildflower growth. They wrote to the Government suggesting that a suitable area for declaration as a National Park would be:

... [the] area of Vacant Crown Land between Lake Cootharaba and the coast in the vicinity of Teewah or some miles further north.

Dr Arthur Harrold AM and Bill Huxley AM

There is no doubt the protected status of much of the Cooloola–Noosa area was achieved through the dogged determination of two men, ably supported by their equally determined wives. Both Dr Arthur Harrold (1918–2012) and Bill Huxley had good networks; they developed a clear strategy and, supported by their respective organisations, achieved many remarkable results.

Concerned at the rampant development occurring in the Noosa district, Dr Harrold formed what became the Noosa Parks Association (NPA) in 1962 with an initial focus of protecting the Noosa headland.

Against all odds, the NPA achieved a stunning victory in thwarting the aims of the Noosa Council for a road around the foreshore of this park and to have the Alexandria Bay area subdivided. The NPA then fought to have remaining Crown Land and freehold areas included into this National Park. With the aim of protecting as much of the remaining wilderness in the district as possible from future development, Dr Harrold wrote to the State Government in 1962 seeking declaration of a National Park in the Cooloola area.

In 1970, the Cooloola Committee—a sister organisation of NPA—was formed in Brisbane, under the stewardship of Bill Huxley. Bill was an engineer and a councillor of the Australian Conservation Foundation. This group was strongly opposed to sand mining. They presented a petition of 24 000 signatures to parliament requesting that all applications for mining leases be rejected. Their petition was successful with the decision to refuse all applications for special mining leases in Cooloola being announced in November 1971. After some delay the Cooloola National Park was gazetted on 18 December 1975.

In early 2006 the Noosa Shire Council honoured both men in the naming of two Nature Refuges. A 324-hectare conservation reserve on the eastern shore of Lake Cooroibah was named Arthur Harrold Nature Refuge and 193 ha of retained vegetation in the south-east corner of Noosa North Shore was named the Bill Huxley Nature Refuge.

Kathleen McArthur and Judith Wright

Kathleen McArthur (1915–2000) was a leading proponent of the preservation of the coastal environment in the Sunshine Coast area in the years after World War Two, becoming Secretary of the Wildlife Preservation Society of Queensland (WPSQ). Kathleen and Judith Wright along with David Fleay and Brian Clouston formed the WPSQ in 1962.

Kathleen introduced Judith Wright (1915–2000) and her family to the Cooloola area in 1953. Judith was a statistician in the University of Queensland, a lecturer, writer of short stories and poems, and worked for the ABC educational radio. Judith fell in love with the area, purchasing land and living for a time at Boreen Point. She became an early driving force behind opposition to rampant development and actively campaigned on environmental issues in the Cooloola area, including the eventual preservation of Elanda Plains and its addition to Cooloola National Park.

With sand mining of Cooloola's high dunes looming, the NPA was joined by the WPSQ and jointly organized a high-profile public awareness “postcard” campaign asking concerned citizens to send a postcard to Premier Bjelke-Petersen seeking protection of the whole of Cooloola as a National Park. Fifteen thousand cards were received at the Premier's office and this resulted in a political promise that a National Park would be declared, but nothing definitive happened.

The conservationists, recognising the ongoing threat of mining exploration leases being renewed, redoubled their efforts to have a National Park declared, then to have Cooloola National Park extended, with State Forest and other Crown Lands subject to mining converted to National Park status.

Reg Doggrell

Reginald Doggrell (1906–79) was the District Forester in Gympie (1952–72). I heard many anecdotes about him and as I asked, I came to realise he was different from some other foresters I had met, or heard of. The more I learned in the file record, and from family, the more intrigued I became.

Reg went to school with Harry Spring (of Harrys Hut fame), started as a clerk in the Gympie Forestry Office at age sixteen, then completed secondary schooling by correspondence. In 1930 he obtained a cadetship to the Australian Forestry School in Canberra. Initially working after graduation as a Forest Assistant in Brisbane, he was promoted to Deputy Forester at Imbil before transferring in 1947 to Yarraman as District Forester. He was appointed District Forester, Gympie, in 1952.

In terms of the number of forest types managed, the Gympie District was one of the most varied in Queensland. While recognising Reg's responsibilities covered scores of State Forests around Gympie, and many Sub-District offices and staff, the emphasis in this summary of his forestry career relates to his actions in and affecting the Cooloola area.

A self-made, determined man, he was remembered by forestry colleagues as tough but fair, with a tenacious, single-minded focus on forest management. He was known to stand his ground and debate issues with head office staff, often pulling rank over them, and raising their ire. His forceful personality had a polarising effect on some forestry personnel. A strong-willed person, his influence shaped Cooloola for years to come.

Concerned that the prevailing short-term timber contracting approach that was adopted by Forestry was only earning royalties and inhibiting investment, Reg contacted European forestry interests direct. When they showed interest in building a pulp mill or particle board factory in the Gympie area—if long-term contracts would be available—Reg then introduced them to his own head office personnel. Reg was heavily involved in development and expansion of the Toolara Forest Station, pine planting and setting up the first phythophora-free nursery in Queensland at Toolara.

In a move with ramifications for Cooloola and the Upper Noosa River Catchment, Reg teamed with Gympie MP, Max Hodges and together they pressed for a major expansion of forestry activity within the Gympie region. They desired that a pulp mill and a new forestry precinct be built in the Gympie area. Forestry had formerly occupied the old Lands Office building in Channon Street, with a workshop in Henry Street. Reg's wish (and the wish of many others) was granted when Queensland's largest forestry precinct was built at Two Mile, Gympie. The complex comprised: a training and conference centre (opened 15 September 1978), a District office, a research centre, a research nursery and a workshop and two houses (opened 20 June 1980) and a museum (opened 23 March 1984).

The promise of a pulp mill meant an additional 15 000 ha of pine plantations had to be established. Conservationists desired to have the whole river catchment included in a National Park and not cleared and planted with pine. The Widgee Shire Council desired to see that same area cleared and utilized for cattle grazing. Reg fought against Council efforts to convert 29 960 ha of State Forest wallum country in Cooloola into a pasture development area preferring it become either a National Park or planted with pine.

Reg was a member of *Men of the Trees*, and a foundation member of the Gympie and District Field Naturalists Club. He loved Noosa National Park and fought hard against a proposed road around the foreshore. He developed a close working liaison with Dr. Arthur Harrold.

From comments in forestry files from the 1960s there is evidence that he was sympathetic towards the creation of a National Park in the area, at least nine years before it was gazetted. He ordered a protective fence be erected around a bora ring near Poverty Point and was keen that the area around the bora ring south of Tin Can Bay be protected as a National Park. This park—The Pipeclay National Park—was gazetted in 1974. He also set aside 200 ha that he was fond of in the Freshwater valley as Beauty Spot 83.

A perusal of old forestry files reveals that a pragmatic Doggrell fought tenaciously to keep sand mining companies away, not just from valuable forests, but the adjacent areas needed to buffer strong on-shore, drying winds. Doggrell was the right man in the right place, monitoring and restraining the activities of the mining companies, often presenting sound reasons to prevent or control their proposals.

In addition to commercial and ecological factors, he strongly promoted the protection of the scenic and recreational aspects of the Cooloola area, arguing that sand mining activities would adversely affect these values. He objected strenuously to a mining lease within 100 m of Lake Freshwater and fought to prevent sand miners using the nearby Freshwater area for camping or as a works area.

Doggrell wrote to Cudgen R.Z. Ltd advising them that residues from prospecting was detracting considerably from the aesthetic values of the Cooloola area and this was delaying his consideration of their request to use the Freshwater area for camping, and was hampering the provision of forestry facilities there. (He did not want to see clean-up costs charged to any future National Park.) He had previously instigated the stabilization of a sand dune that was encroaching at an alarming rate onto the blue couch grass at Freshwater. He was also concerned at possible impacts from mining on a rare beach mango (*Cerbera manghas*) growing on the beach front at Freshwater, seeking its special protection.

A few "monuments" to Reg Doggrell remain. Near the route of the old Cooloola (Pettigrew) tramway stands an ancient blackbutt tree (*Eucalyptus pilularis*). The presence of this tree is no accident. Forestry normally paid contractors to fell large, old and "useless" trees such

as this, with logs left on the ground to rot, or be burnt. (The strategy allowed the sunlight in to make way for replacement seedlings to establish and grow, or gave Forestry an opportunity to burn and enrich the area by



An ancient blackbutt tree, "Reg's tree" – mid-1980s.

planting desirable species.) Doggrell ordered this tree be left. In 2019 this tree had an estimated diameter at breast height of 4.5 m. Perhaps an appropriate name for this tree is 'Reg's tree' because, if it wasn't for him, the tree would not be there today. A few other commercially desirable trees nearby were also left. One of these in 2019 was 1.2 m in diameter.

About one kilometre south-west of the former Como forest barracks, there is a patch of huge Gympie messmate (*Eucalyptus cloeziana*) trees. Reg Doggrell instructed staff to leave these trees stand. In July 1965 this area was designated as Beauty Spot No. 93. Locally, the area is known as The Doggrell Tree or Doggrell's Trees. The feature tree was struck by lightning in early 1986. It succumbed to decay and by April 2012 it was almost dead.

Reg Doggrell retired in 1972 after 49 years with Forestry. He then served as an alderman on Gympie City Council for two years (1973–74).

Harry Spring

Harry Spring (1907–99) was a chemist from Cooroy who loved the outdoors, often camping and fishing along the Noosa River. Harry purchased the hut that was located on the Council controlled esplanade and was later to bear

his name, from Sam McKinnon. He sought to formalise the tenure of his lease when there was a possibility that he would have to move his hut from Council land. As a back-up plan Reg Doggrell facilitated a lease on a small area of a low sandy rise of State Forest about 65 m south-west of the hut; however, this leased site was never occupied, and the hut was never moved. When the esplanade was about to be closed and added to the National Park, Harry, as he had no descendants, was happy for the hut to be included into the National Park.

Harry told me how he was the instigator of the protection of the area spanning sand dunes from the river to the beach. He would often invite persons of influence to camp with him and enjoy the ambience of the area. These included the Queensland Governor, Sir Henry Able-Smith and his wife, Lady May, Sir Thomas Hiley, a former senior State Government politician, and Sir Leo Hilscher. Sir Leo was a long-serving public servant and administrator, a chairman of the Queensland Treasury Corporation.

Well placed to exert influence to have the Cooloola area protected, Harry became alarmed when sand mining survey pegs were installed across the high dunes. In 1963 this area was gazetted as Cooloola Fauna Reserve 1093.

Many people used the hut as Harry initially never locked it. Various items of equipment were eventually removed and, when the water tank was stolen, the hut was locked. Harry allowed QNPWS staff to use it as a working base during holiday periods. As more and more visitors came to the area a fence was erected to give some privacy for the hut and surrounding area.

Harry owned an area of land beside the road to Boreen Point for which developers had offered him \$1 000 000. As he and his wife were childless and as he was keen to see it retained as an environmental park in 1988, he sold it to the State Government for \$1 with the proviso that it be retained in perpetuity as an environment park. Formerly known as the Harry and Gladys Spring Environmental Park, it is today part of the Tewantin National Park.



Camp Site No. 3 – c. 1985. Photo: D. Batt.

Sir Thomas Hiley

Sir Thomas Hiley (1905–90) was an accountant who was elected to Parliament in 1944 as the Member for Logan.



Sir Thomas Hiley Information Centre – 1982. Photo: D. Batt.

He was Treasurer of Queensland from 12 August 1957 to 23 December 1965 and leader of the Liberal Party in Queensland from 8 July 1949 to 12 August 1954, and again from 28 January to 23 December 1965. A respected politician, he retired from politics in 1966 to live at Tewantin, allowing him to enjoy his beloved outdoors, especially along the Noosa River. Impressed with wildlife interpretive displays he saw overseas and concerned at diminishing numbers of wildlife, he formed—with a group of friends—a bird and waterfowl society. Sir Thomas donated money to the QNPWS to build a bird observation centre in south-east Queensland. The bird hide at Kinaba was opened by Premier Joh Bjelke-Petersen in September 1978 and named The Sir Thomas Hiley Visitor Information Centre. Sir Thomas then funded construction of the short boardwalk to Shark Bay.

Within a few years the building became simply known as the Kinaba Information Centre. In it there were a number of displays, an upper observation deck, accommodation for two staff and public toilets.

The building is currently being maintained by a *Friends of Kinaba* community volunteer group.

Clifford Thompson OAM

Cliff Thompson (1926–2005) was an Australian geomorphologist and a principal research scientist with the Commonwealth Scientific and Industrial Research Organisation (CSIRO). Based in Brisbane, he worked throughout Australia in soil mapping, mine rehabilitation and land-use surveys. Perhaps his best-known research was done in the Cooloola area where he conducted extensive research into the coastal soils and sand dunes. On one occasion I joined Cliff and his team, assisting with the drilling of one of his deep hole bores to determine the depth of the various horizon layers, beneath the surface of the high sand dunes. I was always curious about the naming of his several research sites in Cooloola until, one evening, sharing a meal and a drink, the secret was revealed. He and his colleagues appeared to be connoisseurs of fine wines; the names of research sites such as Chalabar, Mutyi, Kabali and Pertaringa were given for dinner wines he and his colleagues had enjoyed.

Not only was Cliff a pre-eminent researcher in Cooloola, he was quietly active behind the scenes, advancing scientific data to support arguments why the area should be preserved. He was able to motivate other CSIRO staff to visit Cooloola for research purposes. He showed me 8000-year-old grass trees, and the stranded shore-line below the Rainbow Beach lifesavers' clubhouse, demonstrating a former sea level higher than at present. He also told me of an old Noosa River mouth some 12 km east of its present location. He pointed out the road traversing Mt Bilewilam is actually a catchment divide; rain water falling on the southern side drains into the Noosa River, while on the opposite side of the road, it drains northwards into Tin Can Bay. He was a pleasant man to associate with, and also the scientific guru for Cooloola, with a great knowledge of other research projects and general history of the area.



Lake Poona. Photo: Queensland Government.

Places and names

Places

Beauty Spot 83

Beauty spots are areas within a State Forest or Timber Reserve that contain some special feature and are to be excluded from normal forest operations. A beauty spot may be, for example, a tree, a vegetation type, an aboriginal site, a geological feature or a historical site. Each beauty spot was given a number and shown on reserve maps.

Beauty Spot 83 was an undefined area of about 80 ha encompassing Freshwater Lake and the valley towards the Pacific Ocean. It is mentioned many times in files as early as 1963. There is little doubt this reservation was an initiative of Reg Doggrell who appeared to have a special affinity with the area.

In 1974, Reg Doggrell initiated development of the Freshwater area with the building of two camping grounds, each equipped with toilet blocks and fireplaces. Forest Ranger Errol Stratford supervised this development and the amenities were built by forestry carpenter Ernie Rowe. Reticulated water was drawn from Freshwater Creek and pumped into a high-level concrete water tank that was built on site.

Bonney's boarding house

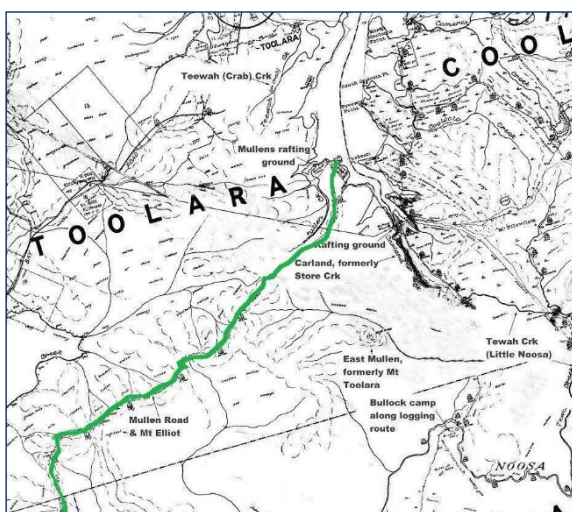
According to two retired local Forest Rangers, Carland Creek (formerly Store Creek) was a source of food and other supplies used in the early timber industry. Logs were unloaded into the waters of Tin Can Bay at two rafting grounds in this area long before the Bonneys came to the district.

Concerning the boarding house at this location, Ian Pedley, in *Winds of Change* states the boarding house was a "... home for bullock drivers and timber getters working in the area ...". Stan Tutt, a Sunshine Coast historian, records that the owner was Joseph Oscar Bonney, a former landowner in the Conondale and Widgee districts. The Bonneys were well regarded in the Tin Can Bay area and this may be the reason why their name was given to an accommodation house and store there. But they were not the first owners in that area. A 1901 plan shows the area was owned by J. Gillis, an early Goomborian resident. Another earlier owner was Mrs Watson of Gympie. According to the *Maryborough Chronicle*, J.O. Bonney built an up-to-date homestead at Tin Can Bay in early 1909. Within one year of building the homestead he decided to vacate this area and shifted the homestead further north to Boonooroo on the shore of the Great Sandy Strait.

Long-term residents of Tin Can Bay, Henry "Chooky" Mallett and Ron Domin both confirmed the boarding house was located on the south side of Mullen Creek.

"Chooky" said the fence posts were made from cypress pine that are resistant to termite damage.

The route of the old service track from the rafting ground at Mullens Creek traverses along the present airstrip and across the new settlement of Cooloola Cove, before rising to the Como Scarp. It progresses around the north of Mt Elliott (where it is still called Mullen Road) crossing Coondoo Creek (possibly near a large water hole south of Toolara Forestry headquarters), before crossing Tinana Creek then onto the former timber stands at Goomborian. This route is shown on topographical plans as both Mullen Creek Road and Tin Can Road. This may have been the early access route for visitors to reach Bonney's Boarding House.

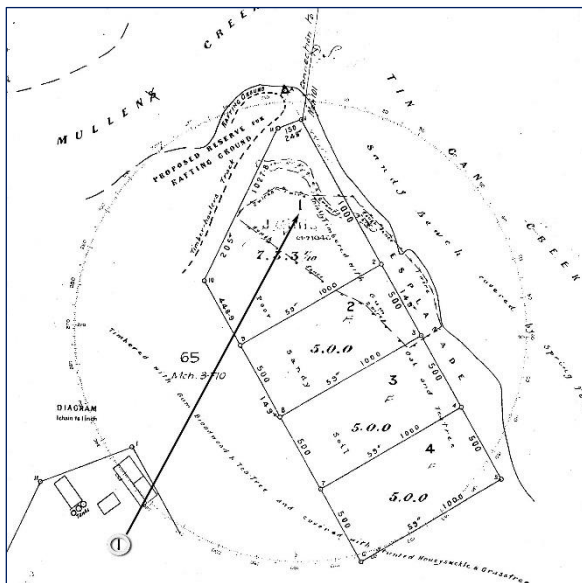


1939 reprint of Cleminson, Hill, and Markwell 1923 map of the Cooloola area. The old service track is highlighted in green.

Other reports in the *Maryborough Chronicle* reveal the Bonneys (they had five daughters and four sons) were socially active people holding musical evenings and regattas at their boarding house at Boonooroo. Two residents of the Double Island Point lightstation rode horses around the beach and across the wallum to visit about 1908–9. Almost certainly, they would have followed the telegraph line.

A 1901 plan of the area shows the location of a timber hauler's track and a rafting ground on the southern side of Mullen Creek where it enters Tin Can Bay. Portion 1, of almost three hectares, shows a building of about 14 m x 6 m with what may be a verandah. The plan indicates J. Gillis was the owner at this time.

There are three bora rings in the northern Cooloola area. In the early 1970s, Ben Mark (a former bullock driver of Tin Can Bay) was concerned at the future of them and wrote to Lambert Hyne (a prominent timberman of



1901 map of Portion 1, Parish of Toolara.

Maryborough) for whom he had worked. His letter was passed to Reg Doggrell who instigated plans to protect two of them. A fence was erected around the one at Poverty Point to protect it from logging operations and a two-hectare National Park No. 1161, now called Pipeclay National Park, was declared in August 1974 around the second one. However, the third bora ring, already on State Forest 451, has not been found and to this day its location is unknown. Ron Domin, who worked as a young herdsman in the Poverty Point area after World War Two, advises that the three bora rings are “more or less in line”. A small group of historians searched the area east of Tin Can Bay with him but due to very heavy vegetation they were unsuccessful in finding it.

Bymien picnic area

For this one I record an event that took place in September 1980. I received notification of a forthcoming visit by the Premier, Joh Bjelke-Petersen, to the Cooloola area. It was arranged for a picnic table, fireplace and rubbish bin to be provided at a new picnic area that was being developed along the Freshwater Road. Wanting to find a name for this area I consulted Zachariah Skyring's book of the Kabi vocabulary and chose the word “bymien” (meaning fig trees) for the area, as these trees were particularly abundant there. Just the Premier, his pilot and personal secretary and I comprised the inspection party. During this visit, the Premier opened this picnic area with these words:

I Joh, in the presence of Beryl [Young – pilot] and Peter [McDonald – personal secretary] and Ron do hereby declare this Bymien Picnic Area open.

Cameron plots

These tree species trials were established in 1935 by District Forester Stan Jennings on the site of the former banana plantations adjacent to the Freshwater Road. This area is now an important research site for the Griffith University.

Camp Milo

Near the junction of the Pettigrew Railway and Western Firebreak, a permanent forestry camp was built in 1960 beside Seary Creek. It housed forestry staff who were involved in forest management and forest logging activities. It comprised a set of barracks and a few out-buildings.

The overseer Les Durrington, had a liking for milo. Jack Carr, the Senior Forest Ranger named this place “Camp Milo” after the many empty milo tins that were lying about the camp. It is possible that Les planted the slash pines at this camp site.

With increasing maintenance costs, and despite attempts by conservation groups to obtain the buildings, Forestry sold them and cleared the area.

Carlo: sand patch – island – point

The origin of Carlo is not known, it may be a corruption of an early timber worker's name.

Como barracks

In about the late 1950s–early 1960s the Forestry Department established a camp, comprising barracks and other infrastructure, near the junction of the Gympie–Kin Kin Road and Cooloola Way. This camp was the local headquarters for the gangs establishing the hoop pine plantations near Kin Kin and carrying out tree treatment work in the hardwood forests. In the late 1970s work activity in this area ceased and the camp was closed. A major arterial road was constructed from Toolara to Como to permit this area to be managed from the main centre at Toolara.

Cooloola Sandblow

This patch of sand was often referred to merely as The Sand Patch. Previously known as Reserve 1093, this sand mass and a large area around it was designated a Fauna Reserve in 1963 under Department of Primary Industries legislation. Signs were erected opposite Harrys Hut, at Camp Site No. 3, and on Teewah Beach indicating this was the Cooloola Fauna Reserve, and entry was prohibited without a permit. Each of the signs—particularly the Teewah Beach one—were commonly used to identify entry points to access the sand patch. Visitors accessing the sand mass from the river soon found themselves in unpleasant swampland. In 1978 the boards indicating that entry was prohibited were removed. The signs were taken down completely when the area became a National Park.



The Cooloola Sandblow – left 1982. Photo: B. Thomas; right – 2020 from Google maps.

Cooloola Way

Believed to have been an Aboriginal pathway (at least in part), the present four-wheel drive road was an old track used by bullock teams to haul logs from the Como district and Ramsays Scrub to Store Creek. It was opened for log trucks in 1956 by local logging contractor Jack Bacon but was not a designated road reserve.

The Widgee Shire Council opened this track through the National Park in the early 1980s, naming it “The Cooloola Way”. It was promoted as a fast, time-saving route from the Cooloola area to Brisbane.

Due to excessive costs the council ceased maintaining it; the swampy nature of the country meant any maintenance was of short-term benefit only.

Some residents of Rainbow Beach said that a road along this route was essential to promote the growth of the township. Council considered it as a missing link and initially tried to interest the Noosa Shire Council in having it formed to an 80 km/hr sealed road standard; conservationists and QNPWS objected to a high speed, sealed road through the middle of a National Park. The issue of the Cooloola Way as a potential major tourism route simmered away for many years.

Investigations of all available routes were subsequently carried out by engineers who recommended—if and when money became available—the Counter Road route should be upgraded. This confirmed advice from local residents that Counter Road was known to early pioneers as the more reliable north-south route through the district, clear of the unsound, often swampy wallum coastal country.

Cooloola Wilderness Trail

This walking track, called the Cooloola Wilderness Trail, was opened in 1986. It formed part of the sesquicentenary celebrations of the rescue of Eliza Fraser and surviving members of the crew from the wreck of the brig *Stirling Castle*.

Neebs waterhole

Johannes Neebs lived on Wolvi Mountain and used to camp and fish for Australian bass in the waterholes of the upper Noosa catchment. His favoured technique was to use a bush stick and short line with a cork float and a large grasshopper.



Percy Eaton fishing 'the way it used to be done' with a bush pole and cork float in Neebs Waterholes. Photo: B. Thomas.

Wandi waterhole

Wandi (meaning 'great talker') is the indigenous name of the runaway convict David Bracewell, who claimed to have led Eliza Fraser from Tin Can Bay to Lake Cootharaba. The waterhole and new camping area are named after him and to recognise his major effort in effecting Eliza's rescue.



Bush camping Wandu Waterhole. Photo: D. Batt.

Como scarp

An escarpment forming the low catchment divide between Coondoo Creek and Noosa River and Tin Can Bay watersheds.

Coops Corner

Harry Coop was a timber man; his mill was located near the old railway station in Gympie. Originally, Coops Corner was located just east of the present junction of the powerline and Cooloola Way, to which the term now applies.

Death Adder Hill

The large sand dune immediately north of the Leisha Track (and south of the old Fishermens Track) was known to professional fishermen as "Death Adder Hill". It was here during the Second World War that a soldier had died after being bitten by a death adder. It is rumoured that since about 1985, the cane toads have kept the death adders under control.

A cyclical change of tides swept away the lagoons and undermined this dune about 1980, causing a large sand avalanche. A 1956 photo indicated that this tidal movement and dune undermining process is not a unique occurrence

Double Island Point

On Friday 18 May 1770, Lieutenant Cook (who was captain of HM Bark *Endeavour*) initially considered the name Fiddle Head for the point. He deleted this name from his journal in favour of Double Island Point recording

I name it Double Island Point from its figure Lat 25°58'S, 206°48'W. The land within this point is of a moderate and pretty equal height but the Point itself is of such an unequal height that it looks like two small islands laying under the land ...

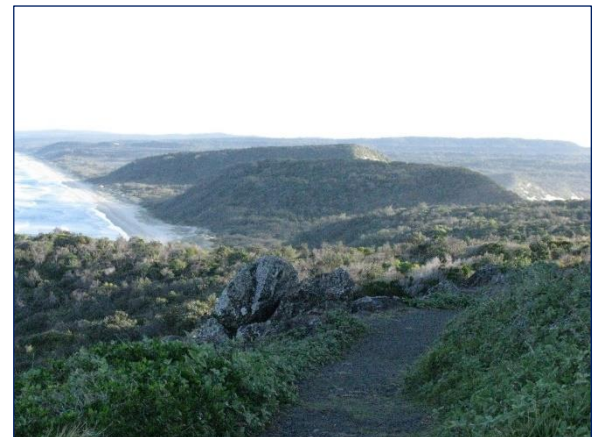
From out to sea, the two small islands he referred to were the tops of individual sand-dune hummocks, immediately



*Death Adder Hill and a fishermen's hut – c. 1980.
Photo: Queensland Government.*

to the south of the headland. The second of these (in this view) is Death Adder Hill.

Indigenous names given to the headland by different authorities are 'Gullirae' (during the Eliza Fraser era), and



View from the lighthouse looking south.

'Culurowar' (on an 1880 map); no explanations for these names are given.

Double Island Point crossings

Leisha Track

Named by the men who opened the track: Wally Owen, Noel Poole and Digger Thomas after the 22 m MV *Leisha*, wrecked in 1954.

Fishermens Track

Opened to facilitate movement of refrigeration equipment from Tewantin to the Fisherman's Hut near the lagoons via Teewah Beach. According to Sonny Chaplin, this track was put in by the three Markwell brothers: Denny, Vivian and Carl, and the three Boyd brothers: Fred, Charlie and Bluey.

Swamp Track

George Clifford, of Tewantin, used a two-wheel drive truck to carry passengers along Teewah Beach. Damaging the corduroy logs placed by fishermen along the Fishermens Track, the fishermen asked him to find

another route; he opened the Swamp Track crossing the isthmus, slightly to the north of the Fishermens Track.

Massouds Track

While this is shown on some 1980s forestry maps, it is not shown on earlier issues. It is not clear if it refers to Massoud's historical use of planks to cross the big sand blow across Double Island Point isthmus, or if it is a name that Forestry bestowed onto the Fishermen's Track.

The Big Blow

The Big Blow across the isthmus appears never to have been defined by name on any map but was generally referred to as such. Heavy stock grazing, sand mining activities and loss of vegetation caused the dune to scour. This was exacerbated by unrestricted four-wheel drive vehicle use.

Duhs Road – Upper Noosa Catchment

This is a recent mis-spelling; firebreak tracks through the Upper Noosa Catchment were opened at the instigation of John Duus, Toolara Sub-District Forester from late 1968 to March 1976.

Eagles Nest

An imprecise location being the site of an eagle's nest along the Como Scarp in the vicinity of Lochs Pinch; a viewing point overlooking the Noosa River valley.

Eight Mile Rocks

Originally known as Mudlo Rocks by local Aboriginals, visitors to the area before World War Two called this area Eight Mile Rocks. The term Mudlo Rocks has become the more popular term and is still used today for the rocks on the foreshore in front of the Rainbow Beach township.

Eurrubie Road

A track linking the Como Scarp to Noosa River, along the northern edge of the Tarangau property. It is shown on the 1923 map as both a wagon route and horse track. In one 1976 forestry file it is repeatedly spelt Eurrubie. There was also a reference to a Eurubie (spelt as such by a Tarangau employee) paddock within that property. Jack Bacon lived much of his early life in this district and knew of it as Eurrubie Road, pronouncing it the way it is spelt. Its meaning is unknown.

Fig Tree Point

This name appears to have become adopted by common usage as a large fig tree grew there. The area was known as Fig Tree Point by the Salmon family who took a 99-year lease on the point in 1929 and built a hut there. The fig tree was damaged by a cyclone and was eventually destroyed by fire.

Frankis Gulch Creek

The western firebreak crosses a picturesque stream, south of Camp Milo. Pioneer timber men crossed this stream in a similar manner to other creeks in the area; large hollow logs were laid in the creek, parallel to the

water flow. These were decked with other logs laid across the hollow logs, along the route of travel.

On one occasion District Forester Reg Doggrell and Forest Rangers Bill Franke and Dudley Morris were inspecting timber resources in the area when Dudley fell into the creek and "got his feet wet". Reg promptly said the creek should be named the Dudley Morris Creek. Dudley protested, saying "No, call it Bill Franke's Creek." (Franke had worked in the area for years while Morris was a relative newcomer.)

According to Alan Franke, his father was a bit of a practical joker and is reputed to have then said something like: "I don't care. Call it after me if you want. Call it a gulch for all I care." Undoubtedly, Doggrell advanced the name "Franke's Gulch" to the cartographic section of the Forestry Department, and over the years, an error has crept into the spelling and it became Frankis Gulch.

Freshwater Track

In 1972, this track was being variously referred to as the Cooloola Road, Freshwater Track, Searys Track and Tourist Road to Freshwater. Reg Doggrell sought to clear up the confusion about variations in the name of the logging route from the waters of Tin Can Bay, along the Woolaan Valley and through the forest to the ocean. He considered that the name Tourist Road to Freshwater was appropriate, except the standard of construction was well below road standard. He settled on Freshwater Track, as its primary destination was Freshwater Lake and the surrounding 80-hectare Beauty Spot 83.

Halleujah Creek

On the west side of Tin Can Bay, south of Teewah Point–Crab Creek, so named after being frequented by members of the Salvation Army.

Hell Hole

According to Jack Bacon, this was a logging area near Lake Cooloolmera.

Hobble Gobble Waterhole

This is not a precise location, but Jack Bacon recalls it was a grazing area related to the use of bullocks drawing timber to Store Creek. It is possibly the bullock camp marked on the 1923 map at the junction of the Noosa River and what became the Cooloola Way.

Hoyles Horror

After Forest Ranger Bill Hoyle, who was involved in an accident with a private vehicle at this site south of Toolara Forest Station. Bill Hoyle was the second Forest Ranger-in-Charge of Toolara Forestry.

Inskip Point

Named after George Hastings Inskip (1823–1915) who served as Second Master under Captain Owen-Stanley of the vessel HMS *Rattlesnake* when undertaking a survey of the Australian coastline from 1846 to 1848.

Later, he helped to write the Sailing Directions for Australia.

Joes Gully

Origin obscure, possibly used after World War Two; still being shown on maps in the 1970s. Flows from the high dunes into Tewah Creek, just south of old Tewah Bridge. There are suggestions that the name may be connected with members of the Franke or Gillis families.

Kings Bore Road – or Military Road?

Markwell's 1923 map shows the location of an old broken bridge across Tewah Creek providing access to the Ramsays Scrub area and south to Fig Tree Lake. This was, in effect, an old bullock wagon route. A branch from this showed a pack horse track to the beach.

In the 1920s, exploration teams searching for oil along the beach accessed the Laguna (now Teewah) beach from Tewantin. Their early vehicles were not capable of traversing up the steep, soft, frontal dune from the beach. Records show almost all of the bores sunk were close to the high-water mark.

During World War Two, the army had four-wheel drive vehicles, and a need to travel the beach for defence purposes. Initially, they traversed the upper Noosa Plains from Coops Corner across Tewah Creek by means of low-level log bridges, a short distance upstream of the original old broken bullock driver's bridge.

As this was a rather convoluted route, the Army built a high-level bridge across the creek at the site of the original bridge. After the war, this track to the beach was known by locals as the Military Road, or Army Road. In 1978, this was referred to as the Tewah Creek bridge or the Military Bridge.

It is thought that the army would have opened up and used the track onto and off the beach for their vehicles at the defined location of Kings Bore, the only point where this was possible south of Freshwater.



An old girder bridge on Military Road.

Laguna Beach

An early name for the present Teewah Beach; almost certainly named after Laguna Bay. It was also known after World War One as Forty Mile Beach. In the 1990s

Cr Kelly of the Widgee Shire Council advocated for the name of Cooloola Beach.

Lake Carol

Despite being known as Lake Poona for 90 years this lake is shown on some Forestry maps as Lake Carol. The short-lived naming related to a Forestry Surveyor perhaps trying to impress a girlfriend he identified as Carol. There is also an occurrence of the shrub carrol (*Backhousia myrtifolia*) growing there.

Lake Cooloolmera

Origins unknown. This was a major camping area for timber cutters and sniggers working the nearby forests, for example Hell Hole.

Lake Poona

Named by Pettigrew in 1862, Poona is said to be a local indigenous name for the bloodwood tree.

Little Freshwater

According to Forestry files, this area was originally called Ross' Camp, after William John Ross of Tewantin, said to have been the first person to clear access from the beach to a level area behind the low frontal dunes. When Forestry endeavoured to remove several huts at this site in 1961, the owners sought to have a camping reserve established. In 1964, the Widgee Shire Council assumed control of 1.2 ha as Recreation Area 1101. From about 1960, Little Freshwater became the dominant name and Ross' Camp was rarely used. In 1963 a mining company referred to the area both as Ross' Camp, and Little Freshwater.

Little Noosa

An early name for Tewah Creek, especially where it intersects with the early bullock teamster's route from the Como area.

Mt Bilewillam and Mt Toolara

These were named by William Pettigrew during his first exploration of the area, in 1862. No explanations for these names were given. Mt Toolara later became known as East Mullen.

Mt Mullen and Mullens Creek

After a family from Goomboorian. James Mullen used a bullock wagon to convey hoop pine from the Goomboorian district to a rafting ground at Mullen Creek. Part of this route (in the exotic pine forests south of Toolara) is still known as Mullen Road.

National Park 1140

The 1967 edition of the Laguna Parish map erroneously shows a 2240 ha National Park. This appears to abut the southern boundary of the Fauna Reserve 1093.

Noosa River camp sites

In 1978, visitors were camping wherever they desired along the length of the Noosa River. This caused some localised severe erosion. In 1980, all camping sites downstream of Harrys Hut were closed, and defined sites based on wilderness values were established upstream from Harrys Hut.

Oakeys Creek

A small creek flowing into the Noosa River; between Harrys Hut and Eurrubie Road. The name is of unknown origin.

Poverty Point

Origin obscure, possibly because of a joke relating to the poor supply or resupply of stores provided to the early timber workers. The name predates World War Two when Ron Domin lived there. He advises the land was never cleared for farming purposes.

There is a lens of soil here (different to the adjoining even poorer wallum soils) growing forest red gum (also known as Queensland blue gum) trees (*E. tereticornis*.) These trees do not grow across the wallum or on the sand dunes. The point was the site of an Aboriginal midden, and in the 1860s it became a focal point of timber industry activity from where logs were despatched along the Sandy Strait to Maryborough for the next 100 years.

Rainbow Beach

About the time of World War Two this name started to supersede Mudlo Rocks and Back Beach. This coincided with calls for revocation of part of State Forest 451 and proposals for a residential development.

Rileys Corner

After the site near Toolara Forestry where a large rubber-tired tractor driven by Riley caught fire.

Stinkers Corner

Shown on forestry maps south of Toolara Forest Station; origins unknown.

Store Creek – Carland Creek

For many years food and other stores were unloaded at the rafting ground on Store Creek for timber workers. Logs from southern forests were unloaded into the water at the rafting ground here for transport to Poverty Point and on to Maryborough.

The first recorded use of this name in official records appears to be in Markwell's 1924 report, and accompanying map of 1923. It is almost certain that bullock drivers were unloading their logs here for perhaps forty years before Markwell mapped the area. The name Store Creek is also used in records to describe the boundaries of the proposed State Forest. It is again used in a legal sense to define the boundary of Reserve 451,

as proclaimed in the Government Gazette of 23 May 1925.

A new, revised version of the 1923 map appeared in 1939. This map includes the Kin Kin Creek area and Goomborian. Importantly, what was previously Store Creek in the 1923 map is now shown as Carland Creek.

Until the Rainbow Beach road was constructed in the mid-1960s, many forestry and timber industry men and other long-term residents had never heard of Carland, or Carland Creek. Today (2020) many older residents still refer to this creek as Store Creek. It is thought that Carland may have been an early Forestry cartographer.

Teewah Creek

This creek, (so spelt) on the south west side of Tin Can Bay, is today known mainly as Crab Creek. It is shown on the 1923 map as Teewah or Crab Creek. Some maps still show this as Teewah Creek.

Tewah Track

A more recent name bestowed on the track from Coops Corner to Tewah Creek, following its construction about 1977 by Jack Bacon for the Widgee Shire Council, to access water in the creek.

The term also applies to a track from Lake Cootharaba east to Teewah Village.

Telegraph Track

A telegraph line was constructed in 1875 to connect Tiara to the Inskip Point pilot station. A branch line was also constructed in 1885 from near Mudlo Rocks to Double Island Point lighthouse. It was constructed and maintained using horses. Parts of the track became driveable (with some difficulty) after World War Two using four-wheel-drive vehicles.

Tin Can Bay

Ten years before the first white men lived in the area, an 1880 map referred to 'Uhurunda, or Tin Can Bay'. There is consensus that the meaning of the term Tin Can Bay (or Tuncun) is water related being either dugong or big fish, or a species of mangrove. The district was known as Wallu when the first land sales were held in 1922, but in 1936 residents sought a return of the name Tin Can Bay.

Toolara Forest Station

Initially called Coondoo Forestry, it was renamed Toolara soon after it opened. Clearing for the camp site was started in November 1948. The first staff moved in during 1949 with some of the first soil surveys and plantation designs being done by Forester Jack Ralston. The first planting of exotic pine was done in 1950. Reg Doggrell contributed to the naming of the logging areas. Norm Fuerer was Overseer-in-Charge of the early development. He was followed by Senior Forest Ranger Bill Hoyle. Subsequent Senior Forest Rangers were Don Pearce and Kevin Pengally. In 1968 the Toolara area was

incorporated into a larger management area. The first Forester-in-Charge of the Toolara Forestry Reserves (State Forests 1004 Toolara, 392 Como and 451 Cooloola) was John Duus, (late 1968 to March 1976). Subsequent Foresters-in-Charge were: Peter Male, John Tadman, Mike Anderson and Mike Robinson.

Tarangau

Formerly known as Saskatoon Farm Co, the name changed to Tarangau Brahmam Stud in the 1970s. The origin of these names is not clear. At one stage there was an attempt to settle a Reverse Polarity group of families from America in the area. (Tarangau is also a district in the North Island of New Zealand.)

The Bubbler



The Bubbler – 1958. Photo: J. Brown.

Just south of Freshwater Creek there was once an upwelling of fresh water onto Teewah Beach. This was a popular tourist attraction with some visitors standing in the water, and slowly sinking. This occurrence was called The Bubbler; it started to show signs of reduced flow in about 1980 and then completely disappeared. At the same time, the water in Lake Freshwater (one kilometre distant) also started to fall. Cliff Thompson, a scientist with CSIRO, suggested that the water levels in the lake may have been related to events 50 years previously.

Webers Swamp

In 1978, signs beside the Rainbow Beach Road, just east of Mt Bilewilam, defined Webers Swamp. A few years later, these signs were removed and new signs depicting the site as the Roy Weber Plains were installed after Roy Weber, the Council foreman.

Wolf Rock

Despite visits to the area by several early settlers, including Lieutenant Matthew Flinders who charted this area of our coast on 27 July 1802, Wolf Rock remained unnamed for many years. A team of British Admiralty hydrographers led by Lieutenant Bedwell named this rock Wolf Rock, when surveying this coastal area in 1868.

A chart produced in 1870 shows Wolf Rock, but no explanation is given for the name. Perhaps it is reminiscent of a similar, dangerous rock, off the south-west coast of England. Two further peaks are underwater; the site protects a grey nurse shark nursery area.



Bedwell's map of 1868 showing Double Island Point and Wolf Rock. Photo, UK Hydrographic Office.

Supplied by Bill Kitson.



Wolf Rock with Double Island Point in the background.

Photo: Wolf Rock Dive.

Woolaan

Named by Pettigrew in 1862, this refers to a 207 m high point on the sand-dune ridge west of Lake Poona. Woolaan valley was the major logging route from the northern scrubs to the waters of Tin Can Bay and is known today as the Freshwater Road.

Yards Creek

This is actually part of the headwaters of Coondoo Creek. Bullock Yards is marked on the 1923 topographical map in this vicinity. The present name may also refer to stock yards and a small hut that was erected here by the Atkinsons, nearby landowners.

A few local and forestry characters

John (Jack) William Carr

Bill Franke was succeeded in the Cooloola area by Jack Carr who, according to forestry colleagues, was a respected man with an imposing presence, tall and well built. He served in both the RAAF and the army. In World War Two he rose to the rank of lieutenant in the 2/10 Australian Commando Squadron. In 1953 he was the Forestry Overseer at Kilkivan; at Cooloola he held the position of Senior Forest Ranger. Cooloola files refer to "Jack Carr's plots": in 1958 four hectares of the Ramsay Scrub area was cleared as a trial plantation to test the growth rates of some native and exotic pines, and native hardwood species.

A second site attributed to Carr is situated about two kilometres past Bymien Picnic Area, along the current Freshwater Track. Near an evergreen vine forest at the top of the hill, there is a mixed-aged stand of tall, blackbutt (*E. pilularis*). This is the only stand of unlogged blackbutt in the area. It was marked on forestry maps, in the Seary Logging Area, as a 3.4 ha proposed Beauty Spot. Also known as Jack Carr's Beauty Spot.

Jack Carr was later transferred to Department of Forestry Head Office, Brisbane, as an Inspector in the Harvesting and Marketing Branch.

Ron Domin

As a teenager Ron Domin was employed as a herdsman living at Poverty Point. He also assisted his father unload logs into Store Creek and form them into rafts four logs wide and five logs long. He stood on the rear raft and used a pole to fend off creek banks while Ron Bielby towed the whole raft behind a low horsepower motor boat, using the outgoing tide for assistance. These logs were held at Poverty Point awaiting transfer to Maryborough.

William (Bill) Franke

William (Bill) Fredrick Herman Franke was born at Highfields, Queensland 30 July 1892. He often used horses while working for Forestry in the Goodnight Scrub (Maryborough District), and Gympie areas. An ex-World War One serviceman, he was remembered as tall and gaunt, walking with a limp. He is mentioned in Gympie forestry files, in 1958.

Ben Mark

Living at Tin Can Bay, Ben was the last of the bullock teamsters drawing logs from the sand mass, selling his bullocks in 1956.

Don Markwell

In the early 1920s Don Markwell was in charge of Forestry's activities on Fraser Island. Here he was involved in the surveying of a tramway, local roads and compartment boundaries. There is a Markwell's lookout on the Island named after him. In 1924 he prepared a

detailed report on the Cooloola area. This report influenced the early Provisional Forest Board to implement action to immediately reserve the area as



An ancient blackbutt tree in Jack Carr's Beauty Spot.

State Forest 451. In May 1925 he was the Senior Forest Ranger managing Cooloola for the Queensland Forest Service. He retired in about 1955.

Don McNiven

Don McNiven was a forestry overseer who worked in the Cooloola area. His nickname was "Moustachio Mac".

Patrick Seary

Patrick Seary was a bullock team driver who worked the forests of northern Cooloola and Fraser Island. He is perhaps the better known of the early loggers as his name is shown on Forestry maps; Seary Logging Area, Seary Creek, and Searys rafting ground.



Two men and bullock wagon in the Eumundi district – c. 1895. Photo: John Oxley Library.

The timbergetter's lament

You've heard about old "Porky Mac"
And his cobber "Condo Dick"
The Grady Gang and Banana Jim
And the rest of the Kin Kin clique.

But down in the Wallum country
Where the mighty Blackbutt grows
There's a gang of characters
I'd like you all to know.

They earn good money but they get it hard
In the heat of the waterless sand
Stalwart men with a ready grin
Kings of the timber land.

"Amity Jim" and "Roller Soanes"
With the sweat running down their backs
Bend their backs as their chain saw bites
into a massive box.

Mel Backhouse polished his snigging chain
His body shakes with mirth
For he loves those spurry butted box
With their one hundred and fifty girth.

His D6 purrs like a contented cat
As it waits to take the strain,
Mel opens the throttle and the engine roars
With a five-ton log on the chain.

The gouger plates ploughs up the sand
As it moves to the loading point
While Soapy Springgate in the six by six
Grinds towards Poverty Point.

The trailer creaks and the engine screams
And the logs press against their chocks
While Soapy changes into another gear
And curses the heavy box.

When the cutter arrives at Poverty Point
It's skipper Frankie Fuchs (Fox)
Takes one look and screams aloud
"Look at the flaming box"!!!!

Moustachio Mack, the forestry bloke
Watches the pigeon flocks
And cheerfully puts his hammer mark
Upon a big brush box.

For he doesn't seem to realize
How many hands are itching to lock
Around his throat, every time he marks
Another "flaming box".

Don McNiven, 22 September 1956.