Official Souvenir of

THE CENTENARY
OF SETTLEMENT

IN HUGHENDEN
AND DISTRICT

1863-1963

Compiled by D. F. And J. Erricker and edited by Brian T. Langan for the Shire of Flinders and printed by T. Willmett and Sons Pty. Ltd., Townsville.
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This brochure has been compiled as an official record of the centenary of settlement in the Hughenden district. Many hours have been spent by many people in gathering information to permit the publication of a record, which is believed to be as accurate as possible.

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BRIAN T. LANGAN
(Editor)
Introduction...

It is with pleasure and justifiable pride that I introduce this memorial brochure, which has been compiled to commemorate one hundred years of settlement in the Flinders Shire area.

In the following pages, an endeavour has been made to offer due recognition to those courageous men and women who came here before us, suffering untold hardships, loneliness and frustrations and it is only through their courage and fortitude that it is possible for us to reap the benefits today.

I firmly believe that a community which has no interest in its past, can have no possibility of a future.

History has been made in this Shire and it is with a knowledge of the debt we owe to our forebears that this brochure is dedicated to them. May the memory of those who have toiled before us and left us such a glorious heritage, live forever.

L. C. Lethbridge
(Chairman)
**A HUGHENDEN REVERIE**

Sunset at Hughenden, quiet and calm, peaceful the world and still,
While sunset fires to ashes pale 'way out 'cross Richmond Hill,
Mount Walker lying to the south, grim forehead tinged with flame,
Seems ever staring 'cross the downs, the way that Landsborough came.
This way they took their flocks and herds, those men of early days,
Who found a world both wild and wide, as they sought new lands and ways,
Strong were their hands and staunch their hearts, they had and gave their best,
It seems on eves like this their spirits brood above the “Golden West”.

Ernest Henry, prospector and pioneer, explorer, and a man of dreams,
Who camped beside a thousand fires, and crossed a thousand streams,
What were your thoughts in those dead days when from Jardine Valley’s rim,
You gazed out across those western downs to skyline vague and dim?
There have been some changes since those days, these plains flamed to many a dawn
Since first back across those eastern hills the first teams of wool were drawn,
Many floods have passed away to south, many travellers passed its door,
Since first gleamed through trees of Tower Hill Creek, the lights of Lammermoor.

Lammermoor to Adelaide, down that long weary trail
Christison and blackboy often took a thousand fats for sale;
Through spreading plains and timbered belts, across sand hills scant of grass,
The prying eyes of wild black men watched Queensland short-horns pass,
In those days lived men who’d battle on while body still held breath,
The kind who’d deal a card with fate or toss a dice with death,
And then to fire adventurous blood, came gold with all its powers,
As there rose high in the mining sky the Star of Charters Towers.

North on the basalt, veiled in haze rise peaked, volcanic hills,
Untravelled as the days when Walker passed in search of Burke and Wills,
Below lie gorges dark and deep a country wild and strange,
On still, hot nights the lightning plays above the Fairlight Range,
Old Fairlight, home of broken dreams and haunting, vague regrets,
When moon chased shadows wave across the grave of Charlotte Betts.
Once she’d hear the magpies greet the dawn above those ranges brown,
A thousand magpies since her day have piped the sunsets down.

There were nights Hughenden watched the coaches come, their lamps like stars aglow,
When all the mail bags in the West were borne by Cobb and Co.,
And Hughenden faced rough times and smooth took fat years with the lean,
Saw cattle and wool prices boom, with bedrock slumps between.
It has seen the red sun through the drought blaze from a brazen sky,
And through the strong monsoonal rains watched many floods go by,
Down the Flinders, river of romance, whose many tales untold,
Make storied treasure waiting an able pen, rich as the Sunset’s Gold.

-“Bob Bloodwood”
What is now known as the Shire of Flinders has come a long way since the first white settlers moved into the new area to lay claim to large tracts of valuable land just on 100 years ago.

The shire if geographically the centre of the vast North West of Queensland and covers an area of 16,070 square miles. From its main centre-the township of Hughenden-it stretches 98 miles to the East, 60 miles to the West, and 88 miles to the North and 92 to the South.

Hughenden, which is situated on the banks of the Flinders River, 236 miles south-west of Townsville, is a thriving western centre with a population of 2,233. The estimated population of the shire is 3,930.

Mainly pastoral and grazing land makes up the vast shire and consequently there are very few settlements of any size in the shire. The principle townships outside of Hughenden are Prairie and Torrens Creek. Hughenden has a typical western manner about it... its people are friendly and eager to help the visitor while the men and women from the outside stations, within the shire, are happy to make it their business centre.

**TYPICAL WESTERN CLIMATE**

The climate throughout the entire shire is typically western also and subject to vast extremes. The summer, which extends from about September to April has temperature variations from 90 degrees to 115 degrees.

The thermometer gives its highest readings during January and February, but the low humidity generally experience ensures that most days, though hot, are quite tolerable and the regular summer breezes assure moderate nights.

Winter starts in earnest in May and it gradually gets colder until July. Nights can become quite cold and on several occasions temperatures as low as 28 degrees have been recorded. The days during winter, however, could not be described as other than ideal.

The average rainfall for the shire is between 14 and 18 inches per year, with the heaviest falls being experienced during the months of January and February. Good seasons appear to be totally dependent on the arrival of the monsoons.

In the main the rainfall throughout the shire is of a showery nature, resulting in patchy storms and uneven falls and registrations throughout the shire. A regrettable feature is the almost complete lack of winter rains.
Dust storms are a common nuisance during the hot dry months of summer. Typical of a
district of its vastness the Flinders Shire has suffered, at times, the cruelties of cyclones,
tornadoes and floods, with resultant heavy loss and devastation.

GEOGRAPHICAL FEATURES

The northern section of the shire is predominantly a basalt tableland which actually
extends from Cape Horn Station in the Richmond Shire, to Glendower Station in the
Flinders Shire. Near the northern extremity of the shire lies the Gregory Range.

The Fairlight Range which borders the basalt tableland is commonly accredited with
having been the edge of an inland sea. The large quantity of marine fossils which have
been recovered from this area lends strength to this theory. Much of the basalt country is
almost completely covered with volcanic rock of small dimension.

Mount Desolation, in the Fairlight Range, is an extinct volcano which was no doubt
responsible for this conglomeration of rocks. The basalt has both red and black volcanic
soils, the black soil carrying Flinders, bull Mitchell, ordinary Mitchell and blue grasses,
while the red volcanic country supports black spear, feather-top, kangaroo and tableland
Mitchell grasses.

The timbers of the red soil country are predominantly iron-bark and bloodwood while
gidgee and boree are prevalent on the black basalt country.

The black soil plains, which stretch from Hughenden to Longreach, covering the south-
western areas of the shire, are broken by Mt. Devlin and Mt. Walker, and consist of
rolling downs, sparsely timbered with whitewood and vine trees. The black soil grows
purely natural grasses, consisting of Mitchell, Flinders and blue grass.

The Flinders is an annual, highly nutritious, but often spoilt by seasonal conditions. On
the other hand, Mitchell, which is a perennial, has been known to withstand the ravages
of long droughts and is undoubtedly the best natural grass in Australia.

This country has remarkable recuperative powers in that even an inch of rain, followed
by a good shower a few days later, can change an apparently barren landscape into a sea
of green grass.

Towards the south-eastern border, the picture changes again, where soil of the desert
country is encountered. Here we find Spinifex grass and stunted timber such as yellow-
jack and wattle.

The Flinders River, which rises near Reedy Springs and empties into the Gulf of
Carpentaria, with its tributaries, the main ones of which are Dutton River and Galah,
Fairlight and Walkers Creeks. They traverse a considerable part of the area. The southern
section of the shire feeds the Thomson River through Torrens, Towerhill, Bullock and
Landsborough Creeks.
There is a scarcity of natural water in the area, Tower Hill and Lower Landsborough Creeks being the main sources of supply. It is therefore fortunate that the shire is on the artesian basin, and most properties rely on sub-artesian and artesian bores for their water supplies.

This was found to be possible by one of the shire’s early settlers, Mr. Robert Christison, of Lammermoor, who imported the first boring plant from England and proved water could be obtained by sinking to a depth of 700 to 800 feet and while water did not flow, it rose to a reasonable height of 120 feet from the surface from where it could be pumped.

**ANIMAL AND BIRD LIFE**

Quite a scenic attraction in the township of Hughenden, although scarce elsewhere in the shire, are the white corellas, a native of the area. At sunrise and sunset each day, their raucous cries can be heard as they pass like a white cloud over the township, going to and from the feeding grounds.

During the daytime, they can be seen hanging like giant white plumes from the branches of their favourite trees. Black cockatoos and white cockatoos are also found in the area, although they are small in numbers.

The emu, Australia’s largest bird, lives on the downs country. This bird is distinctive in that it cannot fly, but can run with incredible swiftness.

The eagle hawk which carries a bounty is a menace to the sheep grazier. It is difficult to shoot and the toll it takes of sheep is very high.

The plain turkey, on the other hand, is a protected bird, found in large numbers on the downs. Its main diet consists of insects, and it therefore proves a blessing to the pastoralists, in helping to control the number of grasshoppers in the area. The brolga or native companion is a picturesque bird, which although not prevalent, can be found in the area.

Galahs, quarrions, parrots and budgerigars help to make up the plentiful bird life in the district, while types common too many other areas, magpies, willy-wagtails, turtle doves, pigeons, pewits, crows, hawks and finches, also abound.

The warrigal, or as it is more commonly known, the dingo, inhabits the area in pest proportions. The dingo carries a bounty on his scalp, but the grazier needs no such incentive to induce him to destroy this killer.

Although possessing the cunning of most wild animals, it is often caught by the artifice of man, using a faked dingo howl, to “call up” the dog, enabling an easy shot.

The wild pig, abounding along the Flinders River, also carries a bonus. It makes excellent eating if caught as a young sucker and fed household scraps.
Foxes and wildcats are also in this region, but in small proportions, and cause no great menace to the landholder.

The red kangaroos on the downs and wallaroos and grey kangaroos on the basalt, carry no bounty, but live in pest proportions, and every endeavour is being made to control the number existing in the area.
THEY OPENED UP THE WEST-

WILLIAM LANDSBOROUGH AND FREDERICK WALKER

The credit for opening up the Western Queensland is generally given to William Landsborough—“he camped on St. Patrick’s Day (March 17), 1862, on the site of the present town of Hughenden... and it was his glowing report of the fine grassed lands that caused the rush of pastoralists to the West”.

Nevertheless the role of Federick Walker in opening up North-West Queensland cannot be underestimated. He traversed through the Hughenden district and in October, 1861, he carved his initials-FW- on a tree “where Hughenden is today”.

It was not however until 1877 that the site of Hughenden Township was surveyed by Government Surveyor Bishop. “Soon after it was a full-blown town with all the usual business in full swing- Goldring and Harris a general store, a Police Court with Reg. Uhr as first P.M., a Q.N. Bank (P. Doherty manager) and Telegraph Office (T.P. Kenny in charge).”

Landsborough was born in 1825, the third son of a Scottish clergyman-naturalist. As a young man he immigrated to New South Wales and took up land in the New England district. After coming to what was to become Queensland in 1853 he showed an interest in exploring and made several expeditions before 1861.

In 1861 numerous search parties were organised to find the missing exploring party led by Bourke and Wills. Two of these were to advance from the Southern colonies and travel northwards and two were to leave Queensland. The one of which Landsborough was in charge was to retrace Burke’s tracks Southward.

The Joint Queensland-Victorian party, led by Landsborough, was to leave Brisbane in the brig Firefly on August 14, 1861. The Firefly, however, was damaged at Sir Charles Hardy Islands and then refitted and taken by Commander Norman, of H.M. Colonial Steamship Victoria, to the Albert River. (Normanton was later supposed to have been named after Captain Norman.)

The Victoria anchored 28 miles up river and the hulk of the Firefly was used as a depot for the expedition. This place, proposed by Landsborough, was the site of the future township of Burketown.

The party started its search on October 17, 1861. Travelling up the Albert River to its headwaters Landsborough found that its main feeder was the Gregory River. He then traced the O’Shanassy River, a branch of the Gregory, almost to its source, following up several tributaries of the O’Shanassy on the way, and crossed the Barkly Tableland to the south.
From here he followed the Herbert River (afterwards called the Georgina) to the present township of Camooweal, reaching there on December 27. Landsborough had taken with him only a scientist, W. Allison, and two native police troopers, Jemmy and Fisherman. At this point the hostility of the local aborigines forced them to return.

RETURNED TO DEPOT

The expedition reached the depot at the Albert River on January 19, 1862, having named five rivers (Gregory, Herbert, O’Shanassy, Seymour, and Thornton, the last two being tributaries of the O’Shanassy), the Barkly Tableland and the Herbert and McKenzie Ranges. In a letter to the Colonial Secretary, dated July 6, 1862, he described this part of the country, especially the plains of the Gregory River, as “exceedingly well adapted for sheep runs”.

In Landsborough’s absence the other search party, led by Walker, had called at the Albert headquarters, with the news that he had found no tracks of the Burke party on the Flinders River.

Landsborough did not leave the Albert until February 8. He followed Walker’s tracks as far as the Leichhardt River, when rain obliterated further traces. He then struck south-east and passed Donor’s Hill on the Cloncurry River, finally reaching the Flinders River on February 19.

He followed up the Alexandra River, a tributary of the Leichhardt, for 40 miles and Collier Creek, a tributary of the Alexander, for 16 miles, and then travelled for a few miles across the watershed between the Alexandra and Cloncurry Rivers. From there the route followed the Flinders through fine pastoral country in the Bowen Downs area. He named on the way Fort Bowen, Mount Brown, Mount Little, Hervey Downs, O’Connell Creek (near the present town of Richmond), Sloane Creek, Walker Creek and Jardine Creek.

Between Walker and Jardine Creeks lay the site of Hughenden where he camped on March 17, St. Patrick’s Day, 1862. The Flinders River had been traced for about 280 miles. Further south from the Jardine Valley he had come to a number of creeks, which he had previously explored (Towerhill, Cornish, and Landsborough Creeks).

These creeks led him to the Thomson River, and he thus solved the problem of the direction of their flow. After following the Thomson to within 270 miles of Burke’s depot (on Cooper’s Creek) he crossed the Barcoo, and then went on to the Warrego. They reached there on May 21, 1862, and at the station of the Williams’ brothers Landsborough learnt that Howitt had found King and the graves of Burke and Wills.

BURKE’S MISTAKE

From the Warrego he passed through to the Darling River and reached Kennedy’s No. XIX Camp, near Menindee. Landsborough’s failure to find any trace at the Burke’s entire
mistake in thinking that the Flinders River, which he followed to the Gulf, was the
Albert. This accounts for Landsborough’s party being so far off course.

Landsborough himself was aware that an expedition should be made east of the Albert (as
letters to Captain Norman in the Journal show). However, it was not until some months
later that such a journey was made. Norman was apparently content to let Walker find
Burke. When near to Burke’s depot Landsborough reported... “They were most desirous
to have gone to the place, but their supplies were very limited, and the blacks had
repeatedly told them that they had not seen any exploring parties with camels”.

The Public however, did not hesitate to welcome Landsborough to Melbourne with
almost as much enthusiasm as they had shown at the rescue of King. Some 3,000 people
attended the demonstrations of welcome and Dr. Cairns said of McKinlay and
Landsborough:

“The result of their explorations has been immense, for they have probably tripled, or
even quadrupled, the extent of territory in Australia available for settlement, and added
greatly to resources of the country. The advantages thus secured for pastoral purposes are
beyond all calculation.”

This was the real value of Landsborough journey. His investigation of the Gulf and
inland rivers, his emphasis on the importance of the Flinders and Gregory plains for
stock, and of Albert River as an export and supply port, led to the opening up of western
Queensland.

Following in his footsteps came Ernest Henry who selected the site of Hughenden and
discovered the mineral deposits at Cloncurry, and John Graham McDonald who explored
the Gilbert, Gregory and Norman Rivers, by the end of 1869 pastoral occupation had
extended up to the Gulf Carpentaria.

Although the Australian Encyclopaedia states that Parliament in 1882 voted £2,000 to
Landsborough for his services in exploration no evidence of this can be found in
Queensland Votes and proceedings or in the legislative Council Journals. With this
money he was supposed to have taken up grazing property at Caloundra. He died there on
March 16, 1886. The town of Landsborough, 50 miles north of Brisbane, commemorates
his service to inland and northern exploration.

Walker’s Party

Very little is known of the early life of Frederick Walker. He was born in 1807 and died
in 1866. In 1861, Walker, who was then in charge of Planet Downs Station, was
appointed in charge of the fourth team which was sent to retrace the steps of Burke and
Wills. His team left Rockhampton on September 7, 1861. With him were Mr. Macalister,
Richard Houghton and John Hoizfeldt and seven native troops.
Walker was a natural selection as leader of the expedition as he had tremendous experience with handling natives and was a very skilled bushman. Ernst Favenc gives this report on Walker’s expedition:

“On receiving his commission he pushed rapidly out to the Barcoo and in the neighbourhood of the tree marked L., found by Gregory, discovered another L tree. This may or may not be considered s corroboration that the first was Leichhardt’s there being arguments on both sides. From the Barcoo he stuck north-west to the Alice, seeing some old horse tracks, which thought must be Leichhardt’s, but which were more probably those of Landsborough and Buchanan.

“From the headwaters of Alice and Thomson, Walker struck a river he called the Barkly, in the reality the head of the Flinders. Here he experienced much difficulty from rough basaltic nature of the country which borders the upper reaches of the river. Finally getting onto the great western plains he unwittingly crossed the Flinders and went far to the north looking for it. Bearing to the Gulf, he had several encounters with the natives, who by this time, it may be supposed, began to see too many exploring parties.

“Walker’s track down here is rather vague. He may be said to have run a parallel course to the Flinders away to the north until, on nearing the coast, the bend of the river brought it across his course again. Here he found the tracks of the camels, which assured him, at any rate, that Burke had reached the Gulf safely. He therefore pushed onto Albert depot to get supplies and return to follow the tracks up.

“He reached the Victoria depot safely after two more skirmishes with natives and then reported his discovery. He made back to the Flinders but found it impossible to follow the tracks. From what the saw, however, he formed a theory that Burke had retreated towards Queensland, and there he made up his mind to return.

“He Regained his former course on the river he called the Norman, but which may have been Saxby, and up the river he toiled until he reached the network of watersheds which from such a jumble of broken country at the heads of the Burdekin, Lynd, Gilbert and the Flinders.

“Here Walker’s horse suffered severely from the rocks and stones, until at last the party was well-nigh horseless, and quite starving. On April 4th, 1862 they reached Strathalbyn Station, owned by Messrs. Wood and Robinson, not far from where McKinlay eventually arrived.”

The Queensland Government was apparently pleased with Walker’s leadership as in 1866 he was in charge of the party which surveyed the route for the Telegraph line from Caldwell to the Norman and Albert Rivers. While leading the survey party at Burketown he contracted malaria and died at Floraville, near the Leichhardt River on November 15, 1866. For this part in the exploration of North Queensland, Landsborough named Walker Creek after him.
EARLY SETTLEMENT OF HUGHENDEN AND DISTRICT

All sources agree that Ernest Henry should be given credit for being the pioneer of Hughenden. He was the first to select a pastoral holding there; the town takes its name from his head station; his claims for the pastoral leases to Hughenden and other runs were the first to be entered in the Commissioner for Crown Land’s register.

Hughenden was the name of the Tudor manor house of his grandfather in Buckinghamshire, England, and known to fame in later times as the residence of Benjamin Disraeli, the Earl of Beaconsfield, formerly Prime Minister of Great Britain.

Henry was born in May, 1837, and served as a cadet on the Royal mail ship “Victoria”, visiting Australia in 1853. He served in the Crimean War and in 1857 he came to Australia with money given to him by his father. With this he was able to take up Baroondah, a run in the Upper Dawson, and stock it with sheep and cattle. His interests then extended to the Burdekin River, in the recently opened North Kennedy district. He leased seven runs there, the name Mt. McConnell being applied to the head station.

He had explored the Burdekin country with Dalrymple the explorer, and planned to go into partnership with him. This plan fell through, however, and he was accompanied in the Mt. McConnell venture instead by two brothers, Arthur and Alfred. In 1861 he sold Baroondah for £16,500 which sum covered the purchase of 13,000 sheep and 500 head of cattle.

He reserved 400 picked cows, however, and these he and Arthur drove to Mount McConnell, travelling by way of the Dawson River to Duaringa, and thence up the Mackenzie and Isaac Rivers to the Burdekin. On the route Ernest Henry purchased 300 head of cattle from a run holder near Rockhampton.

In 1863, Henry was in Sydney completing arrangements relating to the sale of Baroondah, and there he met his cousin, Robert Gray, recently arrived from India. The two cousins agreed to go to the Burdekin together, and Robert Gray, it was planned, would take over a block of pastoral country, to the south-east of Mount McConnell, towards the head of Sellheim Creek, the lease of which Henry had taken over from Dalrymple. The area was later known as Conway Station.

GOOD PROSPECTS

Gray travelled with Henry to the Burdekin and was satisfied that the prospects there were good. He fancied sheep rather than cattle, and he purchased 2,000 ewes which were destined to become the founders of the flock on Hughenden Station, which holding Gray subsequently obtained.

During this period Henry heard glowing reports of the Flinders River country, which explorers William Landsborough and Frederick Walker had passed through on their
excursions in search of Burke and Wills. Late in 1863, Henry set out for this country with H. Devlin, and satisfied himself that it was worth taking up.

He returned to Mt McConnell, and was surprised to find there Hugh Walpole, Roger Sheaffe, and Walter Hays, each with a mob of cattle, bound for the Flinders River. They too had read Landsborough’s glowing account of the land.

Not to be outdone, Henry hastily gathered together 800 head of mixed cattle. Assisted by two white stockmen, Morrisset and Ryan, and two of his Dawson River blackboys, he drove these cattle up the Cape River Valley, hot on the tracks of Sheaffe, Walpole, and Hays. Henry had been delayed 10 days in making ready for the journey, organising horse transport, etc.

On the other hand, Sheaffe and Hays’ cattle were leg-weary and poor, having travelled up the coastal track for many hundreds of miles. Hays’ cattle had come from the Richmond River in New South Wales. Walpole had boxed his cattle with Sheaffe’s; in order to double-bank the herd on the trackless stretch across the tablelands.

Sheaffe had actually reached Torrens Creek before Henry overhauled him. He had only another 40 miles to go before he would reach the breakaway of the Flinders watershed. His cattle, weak, famished and tired, were drawing into camp that evening when Henry’s fresher cattle passed in the dusk, on the timbered plain. The struggle to reach the Flinders had been a grim one. Sheaffe knew that Henry was hard on his tracks and the spoils that lay ahead were to the victor. As Henry’s long file of dusty cattle tramped by in the sunset, Sheaffe and his men cheered Henry.

Making easier stages, Henry ploughed his way across the sodden plain, leaving a trail of cattle tracks that were visible for years after. He reached the brink of the tableland at last, overlooking the beautiful pastoral country that he had been so anxious to occupy and he descended with his cattle into Jardine Valley. The tract of country that he occupied there he named Hughenden Station.

**LAID HIS CLAIM**

Leaving Rudolph Morrisset and Jack Ryan to look after the cattle, Henry set about returning to Mt. McConnell and thence to Bowen to make application for the country. In that he was entirely successful. Before he left he pointed out to Morrisset where he wished the station homestead to be erected; on the exact spot where Hughenden Station homestead stood for many years.

There Jack Ryan built a slab hut, thatched with cane grass gathered along the river channels – the first permanent white man’s habitation to be erected on the Flinder’s watershed.

Some 13 years later the township of Hughenden was laid out by Surveyor Bishop at the junction of Station Creek with the Flinders River. To have avoided duplication the name
of the township should have been Mokana which was the native (Qippenburra) name of that locality.

The main street of the township was named after John Brodie, one of the pioneering brothers from the Murrurundi district (New South Wales), who had taken Donor’s Hill Station in the Gulf Country and who at that time (1877) held Afton Downs Station in the Hughenden district.

The registers in the Department of Public Lands show that on June 7, 1864, Henry took up the following runs on the Flinders River; Canterbury (100sq. miles), Hughenden (27sq. miles), Cumberland (25sq. miles), Sussex (69 Sq. miles), and Somerset (25 sq. miles).

He would appear to have been in financial difficulties right from the outset. At this time Burke was not a proclaimed pastoral district. He had to go to Bowen, for instance, to register his claims as there was no Commissioner for Crown Lands for Burke. The man in charge of the North Kennedy district was responsible for issuing licences for both the Burke and Cook districts.

These licences were issued annually for two years at least, until the pastoralists had settled down sufficiently for leases to be issued. By 1866, a Commissioner for Crown Lands was appointed, and leases were issued. Henry, however, transferred his interest in the first year’s licence on all these runs to Henry Beit early in 1865.

Beit, who lived in Sydney, was a large scale speculator in land, and Henry had already transferred to six of his seven Burdekin River leases to him. The transfer of the Hughenden licences was apparently a mortgage arrangement, and the licence fees due on June 7, 1865, on these Flinders River holdings were paid by Beit. Later in 1865, Henry finally disposed of his licences to these runs by transferring them to his cousin, Robert Gray.

On June 25, 1864, James Sutherland applied for a licence to Mount Walker No. 2 run, of 110 square miles. This run was transferred to from one squatter to another, but on March 20, 1877, the unexpired portion of the lease was purchased at auction by Robert Gray. Robert Gray also took up the following four runs in his own name: Bund (47 ½ sq. miles) on March 20, 1867; Glendower No. 2 (50sq. miles) on September 23, 1868; Sussex No. 2 (25 sq. miles) on September 6, 1872; and Sussex No. 3 (25 sq. miles) on November 12, 1878.

Sussex No. 2 was actually taken up by Robert Gray and Mowbray Gray jointly.

**BIG HOLDINGS**

In 1881 it was approved that Sussex, Mount Walker No. 2, and Canterbury runs be divided. At this time they were all held by members of the Gray Family. Sussex, out of which the reserve of Hughenden had been proclaimed, was divided into Sussex and
Sussex West. Mt Walker No. 2 and Mt Walker No. 2 West. Canterbury was divided into Canterbury and Canterbury South. This Division of runs enable pastoralists to dispose of their interest in parts of runs.

Under the Crown lands ac of 1884, pastoral holdings had to be consolidated and the consolidated holdings had to be divided more or less equally into “leased parts” and “Resumed Parts”. This meant that runs having boundaries in common and held by the same lessees had to be regarded as one unit (in most cases such run would already have been worked as one station). The leased part was to be thrown open to closer settlement. The abovementioned runs with the exception of Canterbury, were consolidated as Hughenden in March 1887. Hughenden thus consisted of the following original and sub-divided runs: Hughenden, Bund, Canterbury South, Cumberland, Glendower No.2, and Mt Walker No. 2 West, Somerset, Sussex, Sussex West, Sussex No. 2, and Sussex No. 3. It was then sub-divided. Roughly speaking, the resumed part was north-west of the town Hughenden and included much of Sussex, Sussex west, bund, Sussex no. 2 and 3. The leased part was east of town and included much of Canterbury South, Somerset, Hughenden, Mt Walker No. 2 and Mt Walker No. 2 West.

Wongalee holding consisted of the following original runs: Wongalee, Wongalee No.3, Wongalee No. 4 and Canterbury. Wongalee was taken up by Robert, Charles, and Mowbray Gray on the 24th August 1871; Wongalee No. 3 by Robert and Mowbray Gray on November 12th 1878, and Wongalee No. 4 by Mowbray Gray, William Walter Voss, and Edmund Herbert Stansfield on December 22nd 1882.

To the West of the town was Telemon holding which consisted of: Telemon, Albert Downs, Albert Downs South, Bellanda Downs, Mt Walker, Mt Walker No.3, Southerness, and Southerness No. 2.

RIVAL’S HOLDINGS

Telemon was taken up by Horace Wal-pole (one of Henry’s rivals in the race to the flinders) and Robert Collins on July 22, 1864, about six weeks after Henry had applied for Hughenden. It had 371/2 square miles. In 1865, Walpole and Collins transferred their interest in the licence to Robert Stewart, who finally bought the unexpired portion of the lease at auction on December 3rd, 1878.

He also had applied for Albert Downs (later divided into Albert Downs and Albert Downs No. 2), Southerness and Southerness No. 2. Mt Walker was also taken up by James Sutherland on Jun 25, 1864, and later he applied for Mt Walker No. 3. Bellanda Downs was run in the names of Alexander R. Lawson, James W. Stewart, James Kennedy, and Williams Macdonald. It was applied for on August 4, 1864.

Afton Downs Holding was consolidated and divided by the Land Board in 1888. It consisted of Afton No. 1 Afton No. 2 Afton No. 3 Afton No. 4 Moira No. 1 Mt Walker No. 1, Mt Walker South, Warianna No. 1 Warianna No. 2, and Warianna No. 3.

Mt Walker No.1 was applied for by James Sutherland on June 25th 1864. John Logan Campbell Ranken applied for Afton Nos. 1 to 3 on the same day. Afton No. 4 was
applied for by Henry Shepherd Smith on August 19, 1878, by which time he had Control of other Afton runs. Smith had also applied for Moira No. 1, Mt Walker South, and Warianna Nos. 1 to 3
Of other holdings in the area, one was Redcliff, various parts of which had been taken up by John Luckmann, of Lammermoor; in 1878-9 another was Fairlight Nos. 1-3 of which the constituent runs of Denbigh Nos. 1 and 2 were applied for on June 25, 1864, by James Samuel Hassel and Fairlight Nos. 1-3 by John N. Oxley and Henry M. Oxley on the same day. Glendower holding was sought by the Grays as various separate runs from 1868 to the 1880’s.

**EARLY PIONEERS**

Henry Betts, who was one of the earliest to come to the Flinders district, was in the area in 1863, the same year as Hughenden Station was settled. His name is remembered through Betts Parish. He took up Fairlight, which in those days was known as Bett’s Station.

Betts married Charlotte Anning, who died only three years after they had settled on the property. Mrs. James Thompson had ridden 45 miles by horse to try to bring relief to the ailing woman and save the child to whom she was giving birth. A fenced in grave and tombstone on the property still marks the last resting place of this pioneer woman.

Soon after his wife’s death Betts surrendered the property to the Crown. It was taken up by Robert Stuart about 1876 and Stuart’s brand RS2 is still in use today by the Thompsons, the present owners of the property. James Thompson junior managed the property for the absentee owner Stuart. The late AMS Thompson eventually bought the run and it has been held by his estate since the time of his death.

What used to be named Charlotte Plains was named after Charlotte Betts. It is now known as Dutton River.

The late James Thompson, a Scot from Glasgow, after first settling in Victoria, joined up with two other Scotsmen to come to Queensland. They were Messrs. Jamieson and Murirson. The leader of the party, Thompson purchased cattle and sheep on the Darling Downs and overlanded them to Bowen and thence to Craigie Station on the Clark River (now part of Wandoval Station, 170 miles west of Townsville).

Craigie was found to be unsuitable for sheep and as a result the valuable run, later to be known as Mount Emu, was taken up by the partners in the early sixties and Craigie was abandoned. The station cattle brand of JIT was then registered and is still in use today.

The partnership lasted for about eight years when James Thompson took over sole ownership of Mount Emu. Upon his founding Mount Emu, Thompson was joined by his wife and six children. Thompson’s eldest son, Burke, was the first white child ever to have been born in the Burke district.
Thompson acquired many properties; Tarbrax was used as a fattening property for a number of years, with Mr. C K Peel as manager. It and Saxby were eventually disposed of by the Thompsons. Peel became a partner with the Thompson brothers in the Mount Emu Pastoral Company. When the company was eventually dissolved each partner received one of the properties. Mount Emu went to Peel. He eventually sold it to the Rockwood Pastoral Company prior to his buying Antrim, where he lived until he died.

A.M.S. Thompson was one of the earliest Justices of the Peace in North Queensland. He received the honour when only 21 years of age. He married Ellen Jane, the daughter of James Gordon, the first Police Magistrate in Townsville. With Captain Sinclair, Gordon had been a co-discoverer of Bowen and its excellent harbour, Port Denison, in 1859.

The second son of Mr. A.M.S. Thompson, Mr. A.M.G. Thompson, still manages two of the family’s old properties – Fairlight and Wongalee. This completes a century of settlement in the district by the Thompsons.

Mr. George Clemments was one of the first employees of Mr. James Thompson on Mount Emu. As a consideration for the services which Clemments had given him, Thompson bestowed on him a block of land, situated between Mount Emu and Reedy Springs. This was known as the Poison Block. This led to the eventual settlement of Camden Park by Clemments. His descendants still have the title and reside on the property.

Clemments was one of the first purchasers of town blocks in the Hughenden Township after the survey of the town had been carried out by Surveyor Bishop in 1877.

**THE ANNING FAMILY**

Clement Cummins Anning was born in Devon, England, from where he migrated to Australia, with his wife and family of seven sons and a daughter, in 1848. He selected land near Melbourne at a place called Mt. Pleasant, but after 10 years there, feeling government interference intolerable, he decided to push out into what was practically unknown country.

Taking sheep and cattle and the family belongings in a large covered van which bore the words printed large across the canvas cover, “Melbourne Ice Coy”, they started out. They had no idea where they were going, and no idea what the country was like which lay ahead. They simply travelled each day, putting the sun on their right hand in the morning and camping when it sank low on their left. The youngest son, Frank, stayed behind at the school and was one of the first boarders at Melbourne Grammar.

For three years, these children of Devon pushed on, having a little to sustain them but courage, that was more likely stupid than grand, and a spirit of adventure that was the epitome of Devonshire Blood. They shore their sheep three times on the “road” the last consignment being taken in and shipped to Bowen.

One Frosty evening in May 1862, they camped on a ridge overlooking what they later found to be the headwaters of the Flinders River, just outside the borders of what now is
the Flinders Shire. Here they found an abundance of water, rare in their travels and here they on that stony ridge they called it a day and built a hut of chock and logs. There began what has become a century of trial and error, success and failure, sorrow and happiness.

In January, 1864, the first lease of Reedy Springs, as their Headquarters was named, was granted- 561 per sq. miles of country with a rental of 2/6 per sq. Mile. Later they selected areas now known as Chudleigh Park, Mt sturgeon, Charlotte plains, Cargoon and Compton Downs. A total in excess of 3,000 sq. Miles of country was taken up, stretching through Dalrymple, Flinders and Richmond Shires. Good cattle and horses were bred. A Chudleigh horse, Emerald, raced with distinction in Sydney. The real horse lover of the family was Henry Anning who lived at Mt. Sturgeon. Such was his love for horses that he willed he was to be buried ‘twist the wings of the horse yards in an unfenced grave so that as the horses galloped to the yards, the frost hissing before their hooves, they would pass over his grave every morning.

Frank Anning, the seventh son of C.C. Anning married in 1875 and was the only brother of his family to have sons. He had seven sons and six daughters. He was the speculator of the family; the others were content with one area. Frank bought Woollogorang, in the Northern Territory and Savannah in the Gulf. Then he moved to Brisbane in 1903 where he bought considerable amount of property.

Stock markets were practically non-existent and Frank Anning had to take his Bullocks to Wodonga, the only store market in the Eastern States. He used to take 11 months to do the droving trip and his young family had to stay at Reedy Springs, the first word they had of him being from Charleville. The first mob he sent south from Woollogorang was taken by Donald Rankine, who experienced one of the greatest smashes in droving history crossing the Georgina, where 300 bullocks were drowned in a single crossing. It was talked about for years. A Witness described what a terrible sight it was to see masses for drowned and tangled bullocks coming to the surface in the slow running waters.

Reedy Springs was on the road that served the west from Townsville and many were the teams that camped on the creek below the ‘new house’ built of slabs. Reedy Springs is the only property of the original aggregate still in the family name where the seventh son of the original selector was born in 1895. He still runs the property.

Looking back through the deepening mists of history, one wonders whether after it all has been worthwhile, and if it hasn’t then what has been worthwhile. Three years the first journey took and today, if one wishes, he can leave Reedy Springs in the morning and have dinner the same might in Melbourne, the starting point of an adventure, the end of which after a century the original actors in the drama could so little contemplate.

ROBERT CHRISTISON OF LAMMERMoor

Robert Christison, born in England in 1837, arrived penniless in Victoria in 1852, where he gained experience in all facets of the sheep industry, eventually managing a property
there. He turned to gold mining in an endeavour to dig the price of land himself, but failed.

To gain experience in cattle work, he went to Timboon district, now Camperdown, and worked among the famous Durham herds. Thought the years he pre-occupation with exploring filled his mind. On hearing of the discoveries of Landsborough and Walker, he decided to go by sea to Bowen and thence explore the north-west.

He explored much of the country in the west, and decided on the place he called Lammermoor to settle. He was tardy in registering his claim for this land, and almost lost his rights to another man who also admired the country chosen. Having no money to stock the land, he went into partnership with a man called Adam who had a small flock of sheep, but no land. Christison handled the problem of the natives in the area with a policy of friendship and non-aggression, and through his patience and fairness he won their loyalty which was to last until death.

After Adams became violently ill, the partnership was dissolved by Christison buying the stock. In order to obtain capital for stocking his property, he, in company with two of his brothers, who had just arrived to live with him, offered his services to Robert Gray as a shearer, the payment being made in cattle. He then took up a tract to downs adjoining Lammermoor on the west and called it Cameron Downs. This he stocked with sheep, putting cattle on to Lammermoor.

The depression years of 1866-69 caused many property holders to give up their runs, but had too much faith in the future and too much determination to admit defeat. At that time ewes bought on the darling Downs for twenty-one shillings a head were sold at half-a-crown and sometimes at a shilling. Suffering financial crises after the 1870 flood, he was forced to sell more of his stock, the prices available on the coast were not satisfactory so taking three men with him, and he drove 7,000 sheep towards Adelaide.

His English bride died soon after reaching Australia, but he remarried in 1880. His new bride was a friend of his first wife. Unfortunately, Mrs. Christison did not wish to bring her children up in the bush and she spent most of her time with the children on the New England Tablelands, and in Tasmania and England, so that Robert Christison spent many lonely years on his property.

It was mainly through his effort that endeavours were made to freeze beef at Poole Island for export to England, but despite the tremendous energy he expended on his enterprise, it failed.

In 1886, the government rescinded a clause of the Land Act 1869. This permitted settlers to buy the blocks on which they had built their homesteads. Half of all leaseholders were resumed, and rents were raised on the remainder, which were to be further resumed periodically. Lessees were not entitled legally to any compensation for the money that necessarily spent in improvements. Stagnation and widespread misery followed the passing of the Act. It was more ruinous than drought of 1883-6 and flood 1890.
During the shearing strike of 1891 and 1894 his fences and gates were burnt, but his main problem over these years seems to have been provision of adequate permanent water. He imported a boring plant from England and he is believed to have been the first Queenslander to have obtained sub-artesian water in this way.

Forty-six years after he had landed in Victoria as a lad of 15, he could look back on the debt he had repaid on his second class far to Australia -£10,000 spent on fencing and artesian wells, £18,000 on improving horse and cattle stock, and a mortgage almost completely paid off.

Every slab in the old house he had spilt and placed himself, every log in the great stockyards. He had surveyed every mile in the hundreds of miles of fencing and planned every one of the dozen pumping plants. Lammermoor, not least of famous stations, had 500 horses descended from the best blood of England and Arabia; a stud herd second to none a general herd of 40,000 head, with a cast for the next year of 7,000 fat cattle. And still the work of improvement went on.

However, the big drought from 1898 onwards for several years, took its toll of his health. He did not then know that the strain of anxious years had undermined his strength and brought on an illness which would be fatal. Glorious heavy rain fell at last, heralding years of bounteous rainfall that renewed the land, but could not make Alive again beast and birds and the starved ironbark trees, and could not bring back health and vigour to the man who had so hardily battled through.

In 1910, he sold Lammermoor, making arrangement for a pension to be paid to his faithful black friend, and he returned to England to die among his family on October 25, 1915.
The History of Local Government in the Shire of Flinders

The Division of Hughenden was constituted by proclamation by his excellence Sir Arthur Edward Kennedy, Governor and Commander-in-chief of the colony of Queensland, in the Gazette of April 22, 1882. Prior to this, the division was part of No. 2 Doonmunya.

The first meeting of the board was held on August 21, 1882, the board consisting of Messrs. J.H. Harris (Chairman) J. R. Chisholm, G. C. Amos, W. Price, J. Luckmann, and Dean. Captain T.J Sadler later to become the first town clerk of Hughenden was appointed valuator and foreman or works and at the Board’s second meeting held on October 30, 1882. Mr Davies was appointed secretary, at a salary of £120 p.a.

At the inaugural meeting, the Queensland National Bank was appointed the board’s bank, and it has continued this service to the present time. The first rate stuck was 1/- in the pound. The membership of the board changed every 12 months and the members selected the chairman every 12 months and the members selected that chairman from their midst.

Perusal of the minutes of the Divisional Board shows that the Board was keen to establish water facilities. In November 1883, the tender of Mr. C. J Stephens to sink a well and erect windmill, pumps etc., on town side of the river near the gardens, then known as the Chinese gardens, was accepted and so Hughenden’s first water supply commenced.

A tender received from Mr. Charles Fraser to sink a well at Bullock Creek was accepted in August, 1884. A well in the river at Richmond was proposed in November, 1884, and within the next few years, a number of water facilities were established.

At the meeting held in September, 1884, it was decided to exchange an allotment for land on which the present Shire Chambers stand. In June, 1885 Mr. C. A. Ward’s tender to erect a Shire Hall was accepted. This building remained the shire office until it was removed and the present building erected in 1956, the old hall being used in the construction of the present council workshops.

On April 20, 1887, the town of the Hughenden became a separate entity by proclamation. The first election was held on June 1, 1887 and the following were elected to council: Louis Goldring (Mayor), William Gibbons, Henry Magnay, Peter Nelson, Eli Williams, William Price, Alfred Scowen, Thomas Cox, and Tomas Penny.

When the local Authorities Act of 1902 came into force on March 31, 1903, the Division of Hughenden became the shire of Hughenden. On September 5, 1903, the name was altered to the shire of Flinders.

The Shire was divided into two areas by constituting portions there of into a new Shire by the name of Wyangarie now Richmond Shire, On October 23, 1915. There were various alterations of Shire boundaries over the years and divisional boundaries within the Shire were often altered. The year 1958 saw the amalgamation of Hughenden Town Council
and the Shire of Flinders and a re-division of Shire into four divisions of electoral purposes only.

PROGRESSIVE BODY

The Town Council was a very progressive body and was responsible for the general advancement of the town of Hughenden. Amongst its many projects were:

- The complete sewering of the town of Hughenden at a cost of £128,000
- The sinking of four bores, the first in 1902, the installation of the Flinders River Water scheme, the Erection of two elevated tanks and the installation of the water reticulation system.
- The building of the powerhouse and the conducting of the Electric Authority.
- The bitumen surfacing of portion of Gray and Brodie Streets and construction of concrete channels.
- The Building of the Town Council Chambers.
- The construction of Hughenden memorial pool which was officially opened by Hon. Author Jones, M.L.A., Minister of Labour and Industry on September 22, 1956.

The Shire Council continued its policy of establishing water facilities for travelling stock and carried out the installation of a number of crossings and the information of shire-owned roads. The year 1952 saw the opening of Hughenden airport, the construction of which had been carried out by the Shire.

For some time it was apparent that an amalgamation of the Town and Shire Councils would be advantageous to both parties. On May 14, 1958, the newly elected amalgamated council had its first meeting, with Councillor L.C. Lethbridge as Chairman, a position he has held to the present date. Since the Councils united, Council has in the main adopted a progressive policy and this, coupled with the Chairman’s prudent guidance, has vindicated the decision to merger. Since 1958, the following projects have been carried out:

- Extension of water reticulation and installation of two more bores.
- Construction of Caravan Park at North Hughenden.
- Bitumen surfacing of town streets, construction of stormwater drainage and concrete water channel in Hughenden.
- Construction of Bitumen strip at Hughenden aerodrome; installation of night lighting and general improvement so that Hughenden airport is now an all weather port.
- Joined Regional Library Service, which in effect means a free library service for a whole of the shire.
- Bitumen surfacing of the first section of the Winton road and general improvement of shire roads.
- General improvements of the Burdekin Highway as constructing authority for the Main Road Department – Flood section Wattlevale Swamp- Bitumen surfacing from Jardine valley bridge at Bullock Creek by contract.
- Water Supply and septic tanks at Prairie and Torrens Creek.
- Continued improvements of reserves and stock routes and water facilities.
UNSELFISH WORK

Local Authority has long since been a venue for those unselfish and sacrificing men who work untiringly for the betterment of their fellow man and the shire of flinders has naturally had its outstanding personalities. Names such a William Hammond, with almost 22 years as chairman, and Edward Montague Geary with 25 years as Chairman, obviously require special mention, but in John Vernon Suter, this Shire can claim a personality who, if not unique in local authority history, must at least a stand high in any judgement of individual effort. Like all men, Mr Suter, had his critics, but none could deny his sincere desire to improve this area.

Hughenden and district was first introduced to J.V. when as manager, he arrived to open the first bank of Australasia’s branch in Hughenden on May 16, 1882. He attended his first meeting of the Divisional Board on July 14, 1887 and served as a member on both board and shire council for a unbroken period of 46 years, attending his last meeting on May 17 1933; a truly remarkable record, but in fact, but a small portion of Mr. Suter’s civic efforts.

He was also five times Mayor of Hughenden, covering a period of 13 years. For over 40 years he represented both shire and town councils at local government conferences. It is doubtful if there was a community body on which Mr. Suter did not serve. He represented the district on the Townsville Hospital Board. Theses were but a few of the bodies on which he served.

Despite all the time and effort given to civic duties, this remarkable man also made his presence felt in the commercial world. He owned both Coolibah and Mt. Beckford Stations at various periods of his career. He became a commission agent and in this field he was outstandingly successful. He entered the mail couch field and successfully outbid Cobb and Co. for the Richmond run. Another venture was a wool dump near the railway station where he carried out wool pressing.

The old Suter residence in Resolution Street, Hughenden, has since been converted into flats by the council. His famous horse-yards are now the council’s yard and workshops.

This dark complexioned solidly built man, in his early years an excellent athlete and was known to be an outstanding foot runner. His great love was horses and the sales conducted at his yard were renowned. He was an N.Q.R.A member and raced many horses successfully in the area. In this field he served in many honorary capacities on various clubs. As the horse era waned, so too, did Mr. Suter’s fortunes and this, coupled wit had investments was to see him in financial difficulties in the twilight of his career.

Like Christison, Suter had a great understanding of aboriginal race. He befriended many and always had a number in his service and residing at premises. As his career drew to a close and he was plagued with adversity, it was theses people who cared for and comforted him to the end.
MAYORS OF HUGHENDEN FROM 1887-1958

1887: Goldring, Louis
1888/9: Scowen, Alfred
1890: Gibbons, William
Edward
1891/2: McLaren, John Turnbull
1893: Moxham, Robert
1894/7: Suter, John Vernon
1898: Warnemindie, M. H.
1899-00: Shimmin, C. N.
1901/3: Suter, John Vernon
1904: Monro, James
1905/8: Suter, John Vernon
1909: Blackall, H. P.
1910: Suter, John Vernon
1911/2: Shardlow, Samuel
1913: Harrop, George
1914/5: Vesperman, C.
1916: Williams, O. V.
1917: Hill, Duncan

1918: O’Neil, P. C.
1919: Page, Thomas
1920/3: Reyment, T.
1924: Phillips, E. E. (16TH April to the 18th June only)
1924-6: McLean, W. J. (for six months Ald. Jarred acted during absence of Mayor)
1927/33: Leonard, J.
1933/6: Suter, John Vernon
1936/43: Hunter, H. M.
1943: Corney, C. (Mayor to December)
1944/6: Mottershead, A. W.
1946/9: Corney, G.H.
1949/58: Sharkey, J. J.

DIVISION OF HUGHENDEN BOARD CHAIRMEN

21/8/1882-18/5/1883: Harris Joseph H.
19/5/1883-25/2/1884: Stansfield, E. H.
26/1884-23/10/1885: Harris, J. H.
24/10/1885-16/2/1886: Acting Chairmen: R Gray, J. B Thomspn and D. Simson.
17/2/1886-9/2/1887: Goldring, Louis
10/2/1887-8/7/1890: Voss, W. W.
9/7/1890-18/7/1898: Simson, D.
19/7/1898-20/8/1902: Hammond, Wm.
21/8/1902-20/8/1903: Hammond, H. W.
21/8/1903-30/3/1903: Hammond, Wm.

SHIRE OF HUGHENDEN- CHAIRMAN

31/3/1903-49/1903 Hammond, Wm.

SHIRE OF FLINDERS- CHAIRMEN

5/9/1903-18/10/1922: Hammond, Wm.
19/10/1922- 9/5/1924 Geary Edward M. (Acting Chairman)
10/5/1924-22/5/1947: Geary Edward M.
23/5/1947-13/51958: Little John Charles
14/5/1958- to Date Lethbridge, Luxmoore Copland
Present-day Councillors of the Shire of Flinders are:

**LUXMOORE COPLAND LETHBRIDGE**

Cope Lethbridge, chairman of the Flinders Shire Council was born at Mt Surprise, on June 26, 1903. He was educated at Southport school. He is a married man with one daughter. In 1924 he took up a grazing property. Warwombie. He became a councillor in 1949, and became Chairman of the Shire in 1958.

**HENRY CRESSWELL MORELL**

Henry Morell, a grazier at Mt Devlin Station, was born in Sydney on December 13, 1923. He was educated at All Souls’, Charters Towers, and served in the R.A.A.R (air crew-Bomber command) for three years. He is a married man with three daughters and one son, and has spent nine years as a councillor, the last two being as Deputy Chairman. He also serves on the Hughenden Hospital Board.

**HAROLD TINKAM SEALY**

Harold Sealy, was born on December 2, 1904, at Harrisville, Queensland, is a store-keeper at Prairie. Previously a station manager he arrived in the area in 1935, when he managed Glendower of 11 years, a widower, with two daughters and a son. He had three year term as Councillor from 1952 and later served from 1958 onwards. He has been president of the Prairie Jockey Club for 10 years.

**HUGH HUNTER**

Hugh Hunters a grazier at Torquay was born in Hughenden, in 1895, and is married with two sons. He has been connected with grazing industry for 35 years and with the Flinders Shire Council for 14 years. He was a returned solider of World War 1. The management of his property and his interest in the Council took up most of his time.

**NORMAN V. HOLCOMBE**

Norm Holcombe was born in New South Wales in 1914, and moved to Queensland in 1934. After overseas service with the A.L.F he bought a partnership in Vuna Station in the Flinders Shire. In 1960 he was appointed to the council in place of his brother, Owen, and he represented Division 2 ever since. He is a married man with one daughter.

**WALTER LESLIE SLADDEN**

Wally Sladden was born in 1918 at Kuridalla, Queensland. He is a married man with four sons and four daughters. He came to the district in 1921 and was educated at Hughenden State School. He is a local businessman and has spent five years on the Council. He has
been a member of Hughenden Hospital Board for 12 years and is a committee member of the Fire Brigade Board and the Jockey Club.

**STEPHEN EDWARD ABBOTT**

Steve Abbott, a married man with two sons and one Daughter, has spent all his life on the land. He was born in Brisbane in 1917, and was educated at Thornburgh College Charters Towers, and Townsville grammar school. He is a Justice of the peace and is very interested in horse racing, having been president of the Flinders Amateur, Hughenden Jockey Club, Stamford, and Prairie Jockey race clubs. His people came to the area in 1835. He first became a Councillor in June 2, 1952.

**JOHN DOUGLAS MURRAY**

Doug Murray, born in Townsville in 1909, and educated at Mt. Carmel College, Charters Towers, and St Ignatius College, Riverview, Sydney, is a married man with seven children. He has lived for 50 years on his property, Unda, which is a sheep property. He came on the council in 1952, and his other interest is racing, being a past president and life member of the Oakley Amateur Picnic Race Club.

**HECTOR HUNTER**

Hector Hunter, a mechanic, born in Hughenden in 1900, has conducted his business in Hughenden for 40 years. He is a married man with three daughters. Elected Alderman in 1927, he was Deputy Mayor for a time and mayor for seven years. He retired in 1943, and in 1946, he returned to the Town Council until he retired on the amalgamation. He was elected to Shire Council in 1961. He was a member and chairman Hughenden Hospital Committee for 12 years. He represented the council on the Hospital Board for six years and has been Chairman of Q.A.T.B., Bowling Club, and Patriotic Fund.

**HUGH DUNCAN TINDALL**

Hugh Tindall was born at Ningan, New South Wales, in 1926, and was educated by correspondence School. He then spent one year at all souls; Charters Towers, and one year at Rockhampton Grammar. In 1954, he went into partnership on a grazing property, Antrim. He is a Deputy Chairman of Hughenden Branch of the Graziers’ Association. A married with two daughters, he first became a councillor in January, 1961.

**ALEXANDER LETHBRIDGE MURPHY**

Lex Murphy, born in 1902, was educated at Southport Boarding School from 1914 to 1920. He came to the Flinders district in 1921, with his parents when they settled on the cattle property known as Cheviot Hills, which he now owns. He has been secretary of the Graziers’ Association (Einasleigh Branch) for the past 25 years. He was appointed a councillor in May, 1947, and was represented this division ever since.
FRANCIS WILLIAM HANRAN

Frank Hanran, born in 1910 arrived in Hughenden in 1936, when he became manager for a motor firm, which he later purchased in 1944. Becoming a councillor on the Hughenden Town Council approximately 20 years ago, he has served continually since that time, being the Deputy Mayor for several terms and Deputy Chairman of the shire for two terms. He has served on the Hospital Board as council representative for many years.

The Senior Administrative Officers of council are:

DESMOND FREDERICK ERRICKER- SHIRE CLERK

Des. Erricker, born in Brisbane in 1924, was educated at ascot State School and Brisbane State High School, and then self-educated. He gained two Accountancy Diplomas, A.A.U.Q., A.A.S.A., and is an associate of the institute of Municipal administration and qualified Local Government Auditor. Now in his 24th Year of Local Government service, he is a married man with three daughters. He saw war service in New Guinea and then Moratai with A.I.F.

DONALD FREDERICK DARBEN- ENGINEER

Don Darben resident engineer for Macintyre and associates, cumulating engineers, was born in Brisbane in 1930. He was educated at the State High School and gained his engineers diploma through the Brisbane Technical College. He did a cadetship with Main Roads Department then worked for a time for the Commonwealth Department of Civil Aviation in the Territory of Papua- New Guinea, Northern Territory and Queensland. He is a married man with one son and three daughters.

JOHN DESMOND CHANDLER- CHIEF CLERK

John Chandler, born in 1925, in Essex, England, is a married man with three sons and one daughter. He was educated at a country high school and polytechnic in England. He spent six years in Local Government in England before coming to Australia and then six years with Blackall Shire Council before taking up his position in Flinders. During the war he served with Civil Defence and Home Guard and Territorials after working hours.

MEMORABILIA OF HUGHENDEN AND DISTRICT

1861: Walker’s exploring party passed though in search of Burke and Wills.

1862: Landsborough’s exploring party also searching for Burke and Wills.

1863: Henry takes up Hughenden Station and stocks it with cattle.
Telemon, Marathon, and Richmond Downs taken up by Sheafe, Walpole and Walter Hays.

1864: McDonald Bros. Take up Cambridge downs  
Burleigh taken up by E. Henry.  
Afton downs taken up by Kirk and Sutherland.  
10,000 travelling sheep on Skeleton Creek.

1865: Robert Gray took over Hughenden Station and put on 3,000 sheep.

1866: Robert Christison took Skeleton Creek, now known Lammermoor. Rev. James Hassell was the first Christian minister to visit these parts.

1867: Gold Found at Cape River goldfield Flour £100 per ton.  
Robert Gray and Robert Christison blazed the road Between Pentland and Hughenden.

1869: Phenomenal floods in the district.

1870: “Long” Gough was appointed police inspector at Hughenden.

1875: Reginald McNeill took charge of the native police. He lies buried near Wandovale Station.

1877: Site of Hughenden Township surveyed by Government Surveyor Bishop. W. Mark and Henry Magnay opened the Great Western Hotel.

1878: Police Court opened, Reg. Uhr. P.M.


1881: Post and Telegraph office opened, T.P. Kenny, postmaster; J. T. McLaren line repairer.  

1882: Wm. Price and Co. Opened the House hold Stores.  
Bank of Australia opened, J. V. Suter Manager.  
First Divisional Board sat  
Hughenden Hospital opened

1883: Church of England Built Cobb and Co.’s line of the coaches established from Hughenden outward.  
North Western Queensland Pastoral and Agricultural Association Formed.

1884: Hughenden “Ensign” newspaper first published by Mr. Cobden.
1885: Roman Catholic Church parish established.

1886: Masonic lodge formed.

1887: Railway to Hughenden officially opened First Town Council sat.

1888: First Land Commissioner’s Court sat. B.C. Macgroarty, Commissioner. St Mary’s Church opened.

1890: Hughenden Newspaper Ltd. (“Observer”) formed

1891: Forty-two inches of rain fell
Shearer’s Strike.
Hughenden Branch of Pastoralists’ union formed.

1893: Hughenden Marsupial Board Formed. The First members were J.O. Firth (Redcliffe), Harry Hammond (Hughenden) Dundas Simson (Telemont), W. W. Voss (Wongalee), and J.V. Suter (Coolibah).

1894: Shearers and shed hands renew strike Woolsheds burnt.

1895: Outbreak of cattle tick plague. Most of the herd were wiped out.

1898: Bank of New South Wales opened, J. F. Canny, Manager.

1900: St Francis’ convert built central hotel built.

1904: Town bore completed

1908: Presbyterian Church opened.

1911: Page’s ice works erected.


1913: Bank of New South Wales opened new premises.
Wilson’s new hostelry completed.
1914: Royal Skating Rink completed.
Hughenden motorcycle garage built.
P. and A. Grandstand built at show grounds.

1917: Biggest flood in history of district.

1918: Quenton Shire Hall bought and erected as Town Council Chambers
1919: Spanish influenza outbreak at Hughenden and district.  
Low level concrete tank erected for water supply  
New Catholic Churches

1920: Gray and Brodie Streets built with gravel from Savage’s Ridge.

1921: R.S.S.A.I.L.A. clubrooms opened in Resolution Street.

1923: Olympia theatre built Winchcombe Carson’s office built.

1924: Hughenden Hotel and other buildings destroyed by fire.

1925: First petrol bowser in Hughenden was installed at Willet’s Garage. High Level concrete tank erected for water supply. Metropole Hotel and Cafe destroyed by fire.

1926: Oddfellows’ hall erected.  
Authority granted to council to supply electricity to hughenden.  
North Hughenden School was closed.

1927: Q.A.T.B. building was erected. Fire destroyed buildings at the corner of Gray and Stansfield streets, electric water pump and motor were purchased for No. 4 bore.


1932: Hughenden District Soldiers’ Memorial Fund erected a rotunda and drinking fountain in Gray Street.


1935: Page’s Ice Works and hall destroyed by fire in Brodie Street.


1937: New Masonic temple being built.  
1938: Primary Producers’ offices built.

1940: new water main scheme started in Hughenden.

1941: Flynn of the inland visits Hughenden.

1943: Hughenden District Hospital became a Hospital board.

1944: Municipal Markets opened in Hughenden.
1945: Council accepts Main roads plans to Bridge the Flinders River. Branch of Bush Children’s Health scheme formed.

1946: Railway Station Destroyed by fire.


1948: Residence built on Richmond Hill for Hospital.

1949: Tornado hits Hughenden.


1952: Aerodrome Completed Central and many shops destroyed by fire.


1954: New shops erected in Brodie Street.

1955: Foundation stone laid of a new Hospital.


1957: First Salk injection Flinders Shire.


1962: New Convent school officially opened and blessed.

1963: Motel built at Great Western Hotel new furniture store opened.
INDUSTRIES IN THE FLINDERS SHIRE

Although the Flinders Shire is supported primarily by its pastoral industry, there have been several minnow industries attempted in the area, some highly successful, others mediocre, but all worthy of note.

At one time fruit growing was a sizable industry in Hughenden. North Hughenden, in particular, is well adapted for citrus growing and it is recorded that 3,660lb. Of grapes and 1630 bushels of oranges were marketed outside the district in 1913. Today, two market gardens partially supply the town’s needs in fruit and vegetables.

Also in 1913, one enterprising settler, Mr D.C. Morley, who successfully ran Brookfield dairy farm, made hay of the indigenous Mitchell grass. He sold more than 800 bales of Mitchell grass hay, a bale weighing 2cwt, and netted £400 for the year. The hay was eagerly sought by shippers of horses to India.

Mr. Kingston successfully grew cotton at North Hughenden for a number of years and Mr. R J Murphy exported sandalwood to China for many years. Wool scouring works at Ballindolloch and Alba once assured shearers and rouseabouts of big cheques and constant employment. An abattoir at Dip Flat was another industry that flourished for some time.

The manufacture of soft drinks is an industry of long standing in Hughenden, having been commenced by Mr. W.H.T. Yarrow. At the present time the factory is conducted by Mr W Flynn, and it supplies the shire’s needs and also supplies towns such as Richmond, Maxwelton, Nelia and Nonda, and the McKinlay district with its product.

The breeding and fattening of sheep and cattle is of course the chief industry around Hughenden. There are 184 rural holdings in the area. They have a population of 615 males and 458 females. These holdings employ 456 permanent male workers and at present 162 tractors are used. The gross value of production for the 1961/62 financial year was – cattle £789,000 and sheep (including wool) £2,335,000. The cattle population for the year 1962 was 97,669 while sheep numbered 999,289.

The first cattle to arrive in the area were the 800 head of Shorthorns brought by Earnest Henry. Robert Christison brought Herefords to the area and as late as 1917, his G3G brand was to be seen in the Fairlight area. The area north of the Flinders River is ideal for cattle breeding and fattening, the carrying capacity averaging 18 to 20 beasts to the square mile. Herefords and Shorthorns are still the most popular breeds in the area and the largest breeders and fatteners of these breeds are Mt Emu and Mt Sturgeon holdings and Wongalee and Fairlight holdings. Chudleigh Park is one of the biggest breeders of Aberdeen Angus in the State, the yearly calf drop being approximately 3,500. A number of stations are going in for breeding crosses from the various tropical breeds and Dunluce is at present breeding Droughtmasters.
The majority of this area’s output is handled by Queerah Meatworks – Cairns, Ross River and Aligator Creek Meatworks – Townsville, and Tancred Bros. Meatworks at Cape River.

The climatic conditions of the shire are ideal for Merino sheep and the shire is free of diseases. The average clip would be 8lb. per head of high yielding wool. The country varies considerably in carrying capacity, ranging from one sheep to three acres to one sheep to eight acres. In years gone by Marathon Station carried 200,000 sheep and Afton Downs annually shore close on 100,000 sheep. Today these properties with Rockwood, remain the largest sheep holdings in the area.

The barrier fence has proved successful in this area and it is interesting to note that Dutton River Station is now converting back to sheep. Dutton River and Dunluce are two of the big stations which run both sheep and cattle. The area does not interest itself to any great degree in the fattening trade, being content to turn off aged wethers as mutton.

Between 25,000 and 30,000 acres is now considered a living area in the district and such properties would be capable of carrying from 6,000 to 7,000 sheep.

The area has experienced its times of adversity, enduring droughts and floods, each causing considerable financial and material loss, but the steadfastness of the country and the integrity of its people will always ensure that the pastoral industry will survive while wool and beef are still in demand throughout the world.
The Growth of a Town – Hughenden

During the year 1876, Robert Gray received a letter from a Mr. William Marks, pointing out that because of the large amount of traffic passing through Hughenden Station, he would be glad if he could be given permission to erect a public house on Mr. Gray’s run.

He was granted this favour, and his first intention was to erect the building on the north side of the river for a township. However, on account of the country being subject to flooding, another reserve had been proclaimed on the south side, and about August 21, 1877, Mr. Bishop, a surveyor, deputed by the Lands Department, arrived to survey a township. The mere fact of a township having been surveyed brought several people to buy allotments.

The year 1885 saw a vast improvement in the facilities of the town. As well as many businesses which were springing up continuously, a Police Court had been opened, two banks had commenced operations, a Post and Telegraph Office operated and the railway was extending out from its terminus at Prairie, towards Hughenden.

Coming in by coach from Prairie in that year, the first hotel reached would have been the Flinders, on the Prairie Road, run by Bill Kukart, with Tom Penny’s butcher shop opposite. Further up the street was Charlie Corney’s blacksmith’s shop, with another similar shop run by Cameron and Cushman, a little further along.

However, even in those days, Brodie Street was the main business centre and coming up the street from Station Creek, in the late eighties, the first hotel was the Shamrock, conducted by the genial and popular Barney Gillespie, a real friend to many a bushman in those days. The next tavern was the old Railway Hotel, run and owned by Thomas Cox. Then there was AD Arida’s store, adjoining the Railway Hotel. Beyond Arida’s were a few small shops, and then E Gibbon’s butcher’s shop. The Hughenden Hotel was next, run by dour and bearded George Robinson, with Cobb and Co’s office next in line.

Then there were O’Connor’s dressmaking business and Mr. S Fordon’s newsagency. Aitkins had a stock and forwarding agency. Then came the business premises of the dark moustached JV Suter, and next was the firm of Goldring, Tolano and Co. A gap existed from Goldring to ano’s down to the Post Office. The Postmaster was TA Kenny, another popular citizen. After the Post Office were the lock-up and the Court House. The presiding Magistrate was Bernard Mac-Groarty.

Coming down Brodie Street, next was the Bank of Australasia. Peter Nelson’s Exchange Hotel came later, and then there was W Price’s general store where Billy sold everything from a needle to an anchor. Next in line was the QN Bank followed by Barkley’s fruit and oyster shop, AF Chubb, solicitor and the Great Western Hotel, which was a low building covered in front by a bougainvillea vine. A chemist shop was next, and this was later owned by a tin whiskered Frenchman, TF Touzeau, who seldom left his shop, but whose eye-drops were famous throughout the West, in those days of “sandy blight”. The Old London Tavern came next and then “Tinker” Jack’s Monte-Piete shop.
There were other business premises in the town before the turn of the century. Joe Haywood had a barbering business up towards the railway, and later in Brodie Street, where he sold “Deadwood Dicks”. He was also an amateur photographer and many will remember the musical box and black boy, who smoked cigarettes, that used to be in the shop window. A specialty shop was CM Nolan’s. He kept nice lines in hats, ties and shirts to cater for those wanting top quality goods. Of course, there were also the inevitable Chinese stores, run in this case by Dick Yuen and Tie Hop. The building contractors were Sam Shardlow and Munro, both of whom did plenty of work for the district. Blacksmiths and wagon builders were Flynn and Lowry, who were centered up near the railway.

In years gone by Hughenden depended much on the carrier trade. The great teams, laden with thousands of tons of wool, rolled into its centre on six-inch tyres. In those days the town boasted four black-smith and wheelwright shops, a dozen hotels, and the leading merchant’s shops were unequalled west of Townsville. It was a common spectacle to see over 50 teams drawn up in the vicinity of the railway at one time.

When the railway pushed along towards Winton and Cloncurry mineral fields, the carrier left to follow up each terminus, and the suburban parts of the town that encompassed their homes became deserted.

A commercial transformation scene followed this exodus, and a new era began. Being the junction of the two great western railway systems, a different class of commerce began to grow up. New two-storied hotels took the place of the old time hostleries. New business premises superseded the old style of architecture, and private residences of more congenial tropical design replaced the smaller domiciles that were removed as their occupants followed the “iron rails” westward.

However, by 1915, the population of Hughenden was approximately 2,000 people. The town supported six cabs, four milk vendors, and two newspapers: the “Hughenden Observer”, a weekly first published as the “Hughenden Ensign” in 1884, and “Flinders Chronicle”, a weekly first printed on May 13, 1913. There were eight cars and one omnibus for hire, and coaches left Hughenden every Tuesday morning for Muttaburra and returned every Saturday, and Mt Emu was served every Tuesday, the coach returning on Sundays.

St Mary’s and the Flinders Tennis Clubs were both thriving and there were four race clubs, North Western Amateur Race Club, Hughenden Hospital Club, Hughenden Jockey Club, and Licensed Victualler’s Patriotic club. The Hughenden Concert Band provided excellent entertainment and in 1914 the Flinders Club was formed. Three lodges were also in existence, the M.U.I.O.O.F., Masonic and I.O.G.T.

Three banks were established in the town, the QN Bank, Bank of Australasia, and Bank of NSW, and the eight hotels were the Central, Hughenden, Metropole, Great Western, Grand, Shamrock, Royal, and Australian. Refreshment rooms abounded and S Macree’s
and Mrs. Hunter’s were both famous for their fish and oyster suppers, with fresh supplies arriving on each train. A shooting gallery, royal skating rinks and picture theatre provided a good deal of the entertainment.

The two saddlers and one blacksmith remaining in the town gave an indication that the age of horses was still not quite passed. There were two jewelers, two solicitors and two laundries, also operating. Even in those days, as today, there were several stock and station agents, Norman Bourke and Co., JV Suter, PT Cannon, New Zealand Loan and Dalgety and Co., being some of them. Over the years business premises have changed hands and many of the old well established premises have been burnt out. Fires have destroyed Moxham’s buildings in Gray Street; the Hughenden Hotel and other buildings in Brodie Street; Metropole Hotel and Café; Town Council Chambers; Page’s Ice Works; and Central Hotel and adjoining seven business premises.

Progress also has made its mark, and recent years have seen a great improvement in the standard of business premises constructed. Two banks have comparatively recently erected new buildings and a third will soon follow suit. The agents, without which no country town is complete, are also brightening up remises and with amalgamation of several firms, an air of prosperity remains.

This year two stores specializing in furniture sales have been opened. It is common thought that a town can be judged by the number of hotels it supports to indicate its size, but a comparison of the original single storied structures of today and the new motel, just completed, does not appear an onerous one.

In place of the town band, orchestra and choral society, which have made their marks over the years, a modern amateur dramatic society now flourishes and renders a very high standard of entertainment.

Although the hitching rings are still in evidence outside the Grand Hotel, very few horses are now seen in the town, and in Brodie Street on Friday afternoons and Saturday mornings, parking spaces for cars are now at a premium.

The houses in the town are a mixed lot. Some are of such old construction that they must date back to the turn of the century. There is even still in existence, an old mud hut, which although not now habitable, is in a remarkable state of preservation.

Some excitingly new modern homes have been constructed, but in the main, houses which have been built are constructed in such a manner as to be eminently suitable for the climate, with considerable verandah space and high ceilings.

No water shortages trouble the town now and the industrious can produce picturesque flowering gardens and cool green lawns.

The children of the town are the same as of yore—a little more learned perhaps, and requiring a higher standard of living, but still the young boys play marbles on their way
home from school and the girls play hop-scotch, and although the younger generation has
the advantage of modern swimming baths, it cannot be compared by the young to a dip in
the “clay hole” after the rains have been.

The town has shown a lot of progress over the years, and it is dependent upon its
inhabitants of today for future progress. Only by giving something of ourselves can we
hope to receive the benefits offered to us. A community which is supported by its own
members, is the community which will prosper and attain bigger and better amenities in
the years to come.
Education Has Come a Long Way

*Education has come a long way in Hughenden since those early days when the first school was set up in a small building in Brodie Street, close to Station Creek. It was a small private school conducted by two ladies who later moved their school into a house in Uhr Street which is now owned by Mr. McNally.*

Many of the children in outlying areas of the district receive their tuition through the State Education Department’s Primary Correspondence School and the recently formed School of the Air. Many others are directed in their studies by governesses.

This section is dedicated to those who have to work, often under very trying conditions, to bring education to the children of the far flung outback.

**NORTH HUGHENDEN PROVISIONAL SCHOOL**

By the year, 1890, the northern side of Hughenden had been so settled by selectors and carriers, that local residents instigated proceedings for the formation of a school to serve children in that area. At a public meeting on February 13, Mr. D.C. Morley (chairman), Rev. Canon Anderson, Messrs. W. Price, T. Cox, J. Coffison, S. Brown, and H. Playfoot (secretary) were present, and a building fund was opened with an amount of £28. By September, 1896, sufficient funds were in hand to erect the school building, so tenders were called for the building and furniture.

The following tenders were received: G. Gizzard £180/9/-, H. Alloway Sr. £203/6/1, C. A. Shimmin £257/19/6. The tender of G. Gizzard was accepted and H. Playfoot, town clerk, was appointed inspector of works on behalf of the committee.

The scholars enrolled on January 18, 1897, were: Sydney Pearce (8 years), John Sullivan (13), Geoff Pearce (10), Willie Brown (13), Sarah Brown (5), Sarah Davin (11), Willie Davin (12), Nellie Sullivan (8), George Morley (12), Ralph Morley (5), Charlotte Brown (14), William Smith (5), Tom Priggins (6).

During the life-time of the school, there was a total of 137 children enrolled, the last enrolment being that of Henry Prichard Green, on January 25, 1926. The school was situated approximately 4 ½ miles out of town on R.51.

Gradually the numbers of children attending the school dwindled as selectors sold out after suffering harsh drought conditions, and the availability of the railway for freighting goods made many of the carriers in the area superfluous, until eventually there were insufficient children attending to make the school practical. The building was then sold and removed and is now used as a residence in Hughenden.

The teachers of this school were: Mrs. Pearce, Mr. Cranley, Mrs. Pearce, Mrs. Walshe, Miss B. Smith (now Mrs. Di Vis), Miss N. Graham (now Mrs. Ness) Miss Cremmon,
Miss Peck (now Mrs. Williams). It is interesting to note that both Miss Bertha Smith and Miss Olive Smith were once pupils of the school at which they later taught.

**HUGHENDEN STATE SCHOOL**

In April, 1883, the Hughenden State School was opened with Mr. Jeremiah Donovan, the head teacher. The annual average attendance for the year was 23.57. by 1898 the number had increased to 354, but the Convent opening in 1900, reduced the enrolment to 244. However, over the intervening years enrolments have increased and at present stand at 399.

The school first consisted of one room on low blocks, but as numbers increased, extensions were gradually added, the original building was raised and concrete flooring was placed under the school, until now, the primary school contains 11 classrooms, the head teacher’s office, teacher’s room, library and health rooms. The primary school carries a teaching staff of 11, including the head teacher.

On January 27, 1959, a secondary department was formed, the official opening of additional classrooms for secondary use being carried out by the Hon. G. F. R. Nicklin, M.M., M.L.A., on April 12, 1960. The enrolment for this secondary school was 28 in 1959, and the present enrolment stands at 48. The secondary school is equipped with modern furniture and fittings and includes facilities for the teaching of domestic science and wood-work subjects.

Male quarters are provided for the single men on the teaching staff, while four flats are available for married couples and single girls. A comfortable house is provided for the head teacher.

Amenities provided at the school by the progressive school committee include gauzing of the verandahs and windows, water cooler, playground and sports equipment, and the project for the Centenary Year, is the provision of overhead fans for each classroom.

The plentiful shade trees planted in the school grounds provide welcome shade to the children in the hot summer months and the recent addition of trees to the sports oval will greatly improve that area.

ST. FRANCIS’ SCHOOL

In January, 1900, a meeting of parishioners was held with a view to building a Convents and school in Hughenden. Present were Rev. Fr. Cassar, Messrs. B. C. Maegroarty, J. M. Lee, P. Melvin, J. Boran, M. Carrol, S. Lawton, J. Smith, T. Penny, W. Wheeler and M. Donnelly. A subscription list was opened in the room and a total amount of £102/15/- was promise. As a result of this meeting the Convent was completed before the end of 1900, costing about £700. It was dedicated to St. Francis Xavier, but no school was built for a number of years.

In October, 1900, the Sisters of the Good Samaritan arrived from Sydney and were welcomed by the Bishop and parishioners. The first community was Sisters M. Genevieve, M. Hildegard, M. Seraphim, and M. Bertrand, accompanied by Mother M. Berchams, Mother General of the order and a companion, Mother M. Editha.

The school began on the verandah of the old St. Mary’s Church and in a bough-shed. The first name on the roll was that of Thomas A. Sweeney, who became Father Sweeney. He died some years ago at Ravenswood. His sister, Mrs. Hill, was among the band of women who met the new sisters and helped to settle them into their new home. In a letter written in 1945, Sir. M. Bertrand described the early days of St. Francis in Hughenden. It was drought time and Sister wrote that in four years, she saw no rain.

In the year 1904, 200 children were on the school roll.

For the past 63 years, St. Francis’ has played a notable part in the educational, cultural, and musical life of Hughenden, and had been indispensable to the spiritual life of the parish. Many prominent identities of the West look back with gratitude to their days at St. Francis’. At the end of 1961, Sister M. Irenaeus left Hughenden after eight years there. She will always be remembered by Catholics and Protestants alike, for her untiring efforts in the teaching of music. Mother Mary Verena who attended school at the Convent, before entering the Convent, later returned to teach there. She is now at South Johnstone. During the years 1950 to 1952, Mother Enda, the present Provincial of the Good Samaritan Order, taught at the Convent School.

As 1963, the Centenary Year of Flinders began, the Sisters and children of St. Francis’ school, had the happiness of entering a new school building which had been blessed by His Lordship Bishop Ryan on August 27, 1962. Of strong structure and spacious in area, it was designed for the West by Mr. Dillon, architect of Townsville. It was built by a local builder, Mr. A. Oss, and his men, and cost approximately £20,000. The present enrolment at the school is 130. The teaching staff is Mother Marie Agnese, Sisters M. Conleth, M. Stanislaus, and M. Gemma.

HUGHENDEN KINDERGARTEN

In July, 1960, a public meeting was held in Hughenden with a view to establishing a kindergarten in the town, with the ultimate aim of affiliation with the Creche and
Kindergarten Association. An association was formed which elected from among its number a committee of 12 ladies upon whose shoulders was placed the responsibility of raising the money required for such a project and also forming and administering the kindergarten. Mrs. D. Erricker was elected president of this association and she still holds this office. Another committee member who has worked on the committee for the three years of its operations is Mrs. K. Jensen.

By February, 1961, the committee had raised sufficient money to enable a kindergarten to function in the Anglican Church hall. For the first year this was under the directorship of Mrs. R. Fay, who is a qualified school teacher, the fees being 12/6 per week. After the first year’s operations were completed, Mrs. R. Reeve, a qualified nursing sister, became the director of the kindergarten. She is still ably carrying out these duties.

The children are supplied with free milk daily, supplied by the State Government. Periodical visits from the pre-school adviser assures that the kindergarten is functioning to necessary standards. An annual equipment grant of £150 is supplied by the Education Department. The fees are now 15/- per week per child, and this amount balances the amounts paid for the workings of the kindergarten. The committee raises the money required for permanent equipment and also the money for a building fund through various methods, having a function each month to raise this necessary finance.

The Centenary Year will see the erection of a new kindergarten building in Gray Street, complete with outdoor and indoor equipment which is already in use at the present kindergarten.

The present committee members are: President, Mrs. D. Erricker; Honorary Secretary, Mrs. G. Murdoch; Treasurer, Mrs. G. Stuart; Vice-President, Mrs. L. Lethbridge; Vice-President, Mrs. N. Jenner; Committee members, Mrs. K. Jensen, Mrs. R. Harris, Mrs. W. Blackwood, Mrs. R. Walsh, Mrs. R. Murgatroyed.

**PRAIRIE STATE SCHOOL**

The Prarie school, first came into being as a provisional school on May 14, 1894, the building being situated on the southern side of the railway line. The first teacher was Miss M. M. Lalor and by October there were 19 children enrolled.

On the school committee of 1898 were: Joseph Bloom, James A. Boyd, Chas. F. Dyer, John Kearney, Chas. B. Wootten.

It is interesting to note that the school teachers in these early years were paid a salary in relation to the number of children attending the school, and records show that the teacher of 1905, W. J. Doherty, was paid an annual salary of £90, plus £20 cost of living. As the number of children enrolled altered, so too, did the relative salary.

The school was made a State School in 1909 and the year 1917 saw the erection of a new school building on a new site, the one on which it now stands, set in a pleasant
playground, rich in shade trees and flowering bird of paradise shrubs, and flowering oleanders. One huge weeping fig in the grounds is considered to be at least 50 years old. The school building, consisting of one large classroom and front and rear verandahs, is concreted underneath and the toilets are equipped with septic. Another notable feature of the building is that all window space is completely gauzed in, ensuring peaceful days for the students.

Although basically a one teacher school, on several occasions and assistant has had to be employed to help cope with increased enrolments. The peak year was in 1923 when 67 children were attending. There have been periodic staff shortages over the years, which have caused temporary closures of the school for a few months at a time.

The Centenary Year of the shire has seen the enrolment of the 1,002\textsuperscript{nd} child, and there are now 34 children attending the school, under the headmastership of Mr. John Weir.


WHITEWOOD PROVISIONAL SCHOOL

The Whitewood Provisional School, a combined effort of the Whitewood community, came into being in January, 1961. The school is conducted in part of Mr. J. C. Guinea’s old residence at Whitewood.

There are now 16 children attending the school, which include the 10 original pupils who made up the first enrolment. They are: Helen, Allen, Donald, and Ian Kenny, Alexis Haigh, Raymond Hunt, Jeffrey and Frank Davis, Sammy and Louise Sailor.

The first teacher to take over the school was Mr. Les Price of Hughenden, and the present teacher is Mr. Roy Hansen.

TORRENS CREEK STATE SCHOOL

This school was started as a Provisional School in January, 1891, with Mr. J. Cavanagh as the head teacher. The early records of the first pupils have been destroyed, but records show that Sydney Ellews, the 97\textsuperscript{th} pupil, was enrolled on July 5\textsuperscript{th}, 1897.

Some of the early teachers were: 1894, Eileen King (33 pupils); 1895, Maggie Butler (19 pupils); 1898, Catherine Long (27 pupils); 1899, Lizzie Couran (37 pupils); 1900, Mis A. Birmingham (38 pupils).
A new school building was completed in 1913 and was occupied in 1914, and this is the building in use today. Approximately 840 children have passed through the school and there are now 26 children attending under the supervision of Mr. R. J. Clark, head teacher.
Religion Brings Solace to Pioneers

The Churches have played a big part in the development of the district. From the earliest days ministers of religion followed the trails of the pioneers to bring them peace of mind which can come only from the man who has a contented soul. The earliest ministers of religion in the area were themselves pioneers worthy of a place in history.

ANGLICAN CHURCH

(The origins and development of the Parish of St. Thomas)

The origins of the Hughenden parish of the Church of England are closely bound up with the first settlement of the district, particularly with Mr. Robert Gray, who gained control of Hughenden Station from Henry in 1865. Gray’s wife was a daughter of the first Anglican Dean of Goulburn.

In his “Reminiscences of India and North Queensland” Gray recalls that the first cleric to visit Hughenden was Reverend James Hassall, a priest from the Dioceses of Sydney. He had come north to dispose of some cattle which he and his brother owned. While in the district he held two services for the Grays and their employees at Hughenden Station homestead.

This visit was in 1866, well before the church was established in the district. It really marked the origin of the Anglican faith in the district. Only Bowen (1863) and Townsville (1865) in North Queensland had earlier church services than those held in Hughenden.

The next visit by an Anglican minister was not until 1871 when Reverend J. Adams, who was attached to the Townsville parish, held services at Hughenden Station.

The wool presser at Hughenden Station in 1880 was a very colourful personality. He was Reverend C. Melville Pym, a former friend of Robert Gray. They had fought in the Indian Mutiny together. Formerly rector of the Cherry Burton parish, in the Diocese of York, he had come to Australia because of failing health.

He is credited with having officiated at the first Anglican baptism services held in the Hughenden district. Those who were baptized by him in 1880 were Ada, Alice and Douglas Harpur and Georgina Uhr and Rawnsley Hardwicke.

The first Episcopal visitor to Hughenden was the Bishop of North Queensland, Dr. Stanton, who visited the Grays in 1881. During his visit the Bishop repaired the eight mile gate on the Prairie road and Gray records that the gate was known for several years as the Bishop’s Gate. The first parish was set up in 1882 with Reverend Thomas Ramm as rector. Gray and Stansfield were the first church wardens. The first church building was consecrated under the patronage of St. Thomas on August 10, 1885.
Priests of the Brotherhood of St. Barnarbas had control of the parish from 1913 to 1926 when secular clergy again resumed as incumbents. Hughenden parish has a record which probably no other parish in Australia can claim. Four of its past rectors have been elevated to the episcopate.

They were, with the years they served in the parish in brackets, Reverend E. A. Anderson, Bishop of Riverina (1886-1891), Reverend R. C. Halse, Bishop of Riverina and Archbishop of Brisbane (1915-1918), Reverend B. P. Robin, Bishop of Adelaide (1919-1922).

The original church was damaged beyond repair in the tornado of 1949. The present church was erected and dedicated while the rector was Reverend Albert Turner in 1953. In 1958 the parish was divided so that Richmond became a separate district under the control of the Bush Brotherhood of St. Barabas. A modern rectory was built in 161 and is considered one of the best in the North Queensland Diocese.

The present rector is Reverend Robert Philp, whose namesake a few generations ago with Gray backed the owner of the first store in Hughenden in his venture.

Thanks to the foundations which were laid so long ago by men and women who came from an entirely different part of the world, to what must have been a very strange and lonely place, and to the many priests and laity who have persevered through to our own time, the Parish of St. Thomas has grown to be an integral part of the community which it was founded to serve.

**HUGHENDEN CATHOLIC PARISH**

The Catholic Parish of Hughenden was established in 1885, 22 years after Ernest Henry set up Hughenden Station, from which the township got its name. For a number of years the Hughenden settlement had been visited by priests from Charters Towers, who celebrated Mass in the Courthouse. The first Catholic wedding at Hughenden was that of Edward Byrne and Catherine Hogan, performed by Fr. P. M. Bucas a name still kept alive in the Mackay district by the Bucas Football Club.

Fr. Mouton, a Frenchman, educated and ordained in Rome, was appointed first parish priest of Hughenden in 1885, by Bishop Cani, the first Bishop of Rockhampton. In those days, the parish of Hughenden embraced all the country from Torrens Creek to the Northern Territory border and southwards to Boulia. The priests were continually on the move trying to visit far-flung boundaries of the parish, sometimes being absent from Hughenden for months at a time. During these long absences, priests still came from Charters Towers to say the Sunday Masses.

Up to 1888, Mass was said in the Courthouse and the priest lived at the old Shamrock Hotel, owned by Mr. Bernard Gillespie. In 1888, on December 8, the first St. Mary’s Church was opened, on the ground donated by Mr. Tom Penny, the father of Mrs. Herb.
McHugh, who now lives in Townsville. Fr. Mouton died a young man on August 10, 1890. He developed pneumonia as a result of a severe wetting he received while on a sick call to the bush and died in six days. He was buried in the Hughenden cemetery.

Fr. Cassar, a Maltese priest who succeeded Fr. Mouton, was a Capuchin friar who was among many priests expelled from France by an anti-clerical Government of those days. He had a great love for children and for the native peoples of the West. After Fr. Cassar, Fr. Bucas was parish priest for a short period. The Convent School was opened in 1900.

Fr. Bucas was succeeded in October, 1901, by the late Dean Edward O’Keeffe who remained until 1907, when he went to Cloncurry. Dean O’Keeffe became in his time, probably the best known and best loved priest of the western districts. His long, lean figure and happy nature being welcome all along the wagon trails. Many stories have been handed down in clerical circles about his travels, his many times lost and found, but always getting there.

A strong living link with those days of Hughenden is His Grace Archbishop Sir James Duhig, who came to the parish as a Bishop for the first time in August, 1906. On that occasion he was met by a cavalcade of buggies and vans a few miles out and escorted in a procession to town. The procession was enlivened by a circus band which gave its assistance to Fr. O’Keeffe for the occasion.

Fr. O’Keeffe was succeeded by Father O’Reilly, a native of Bendigo, who was in Hughenden until 1916. In his time the Church at Prairie was built and a fund started to build one at Torrens Creek. He also had the present presbytery built in 1911. The old one was moved and re-erected opposite the church. Fr. Bray came after Fr. O’Reilly and was here until 1923.

The present Sacred Heart Church was designed and built by N. May. The foundation stone was blessed by Bishop Shiel on August 20, 1918, and on August 10< 1919< Bishop Shiel officiated at the opening and blessing. In the course of its building the church had its roof taken away by a cyclone in December, 1918. At one stage it was declared black by the I.W.W. because some men working on it became involved in a local beer strike. In 1939, it was again unroofed by a cyclone in Fr. Tim Kelly’s time. However, though badly cracked, it still stands as a fine monument to the good taste of Fr. Bray, the strong faith and great generosity of the Catholic people of those days. It cost, about £5,000 or £6,000, which was a very large amount at the time.

Fr. McElhinney, later a Monsignor in Rockhampton, was parish priest from 1923 to August, 1924, and then came Fr. Jim McCoy, who remained until 1929. A tall, strong young Queenslander, he was noted for his boundless energy, his constant visits to the country areas during which he was often bogged, and his outstanding ability to raise finance and pay off debts. He is said to be the only priest who ever organized two Queen competitions in one year. He is now a Dean and parish priest of South Townsville and Magnetic Island.
Fr. Hegarty came next and had the school built and opened in 1930. At the opening, there were present the old Bishop, Dr. Shiel, and the new first Bishop of Townsville, Dr. Terence McGuire. Townsville was made a separate diocese in 1930. In 1923, Richmond had become a separate parish and the Hughenden parish took on the boundaries which it now has.

As part of the Townsville diocese, Hughenden parish has gone along steadily, playing its part in the religious and social life of the community. It has had a number of priests in charge. Fr. O’Twomey from 1933 to 1938, Fr. Tom Kelly, who bore the many burdens and hardships of the war years, and Fr. O’Meara during whose time the diamond jubilee of the parish was celebrated. He produced the Jubilee Magazine, from which the information in this article has been taken and since this time, Frs. Naughton, Brill, and Vandeleur were in Hughenden for short periods. Fr. Gard, M.B.E., was here for seven years up to 1958, when the present parish priest, Fr. O’Dwyer came.

As 1963 Centenary Year began, the children went into a new St. Francis’ school which moves another step forward on the road to Christian education in the Flinders area.

**PRESBYTERIAN CHURCH**

St. Andrew’s Presbyterian parish, as it is now known, was in the early days an outpost on the north-west frontier of the State when Reverend J. B. Galloway travelled far and wide to establish congregations.

Subsequently Reverend Andrew Hudson, from Scotland, became the first permanent minister of the parish. Later Reverend G. K. Kirke of Charters Towers, conducted a patrolling ministry among the settlers and the church of St. Andrew in Hughenden was subsequently built in 1908. A church hall was added 21 years later.

Notable service was given in the early days by Mrs. Elizabeth Brebner, the first Sunday School teacher, Mrs. Hare and Mr. James Smith of Renfrew Park, who was an active member of the first committee of management. In more recent years notable service was rendered by Mrs. E. Kennedy and Mr. James Polmeer.

Over a number of years the Hughenden area was administered from Cloncurry. In 1957 a manse was built in Hughenden and Hughenden then became the headquarters of the parish. The church’s activities over the intervening years have been carried out mainly as a patrolling ministry among the people of the towns and homesteads of the district.

Ministers whose missionary zeal and enterprise gave much to the church in recent years were Reverend H. Hovenden, now attached to the Australian Inland Mission, and Reverend A. R. MacApline, now retired.
HUGHENDEN DISTRICT HOSPITAL

As the district was being more closely settled and Hughenden was growing rapidly as the centre of the new-found pastoral and grazing district the necessity for a hospital was soon realized. In 1882 the first Hospital Committee was formed and commenced to function immediately.

A large committee was appointed to direct the operations of the new public institution. Those on the first committee were Mr. E. Palmer, M.L.A. (patron), Mr. Robert Gray (president), Mr. R. W. Moran (vice-president), Mr. C. C. Boyle (secretary), Mr. P. Donovan (treasurer), Messrs. C. N. Armytage, D. M. Jones, J. H. Harris, M. M. Chisholm, T. A. Kenney, J. V. Suter, T. P. Penny, W. W. Voss, E. Williams, D. Simson, J. Jones, and W. E. Gibbons.

For a short period Mr. MacQuire was surgeon. However he resigned and Dr. Byrne took over the position and held it until 1886 when Dr. Walter Hunt was appointed. In addition to being medical officer Dr. Hunt carried out the duties of secretary.

Initially the hospital had a daily average of six. This had grown to 8.6 by 1886. In that year Mr. L. Goldring, M.L.A., was patron of the institution.

Because of the difficulty in getting water the Hospital Committee bought its water from the Railway Department at a cost of 15/- a load. The railway was then pumping water from the Flinders River.

Mr. Jim Pratt was appointed secretary in 1891 and he held that position for 21 years. During the early years a paupers’ grant was given to the hospital by the Government in place of what has grown up to be the subsidy system of today. In 1891 this was withdrawn and the hospital was subsidized pound for pound. To meet the growing needs a new ward was erected that year.

Mr. D. Simson was appointed president of the committee in 1895.

The death of Dr. Hunt in 1900 came as a tragic blow to the hospital and the people of the district. A marble plaque erected at the hospital pays tribute to the faithful service of the doctor. Dr. Maxwell was soon after appointed to the staff. In 1901, Mr. H. Hammond became president and in 1906, Dr. Harris was appointed surgeon. Mr. H. P. Blackall and Mr. Cory were succeeding presidents. The death of Mr. W. W. De Ecelyn in 1912 severed a link with the Hospital Committee which had extended over a quarter of a century.

The year 1895 had tragedy to accompany it. Nineteen people died from the dread typhoid fever. By 1899-1900 the daily average had grown to 17.4 with an average stay in hospital of 21.74 days for each patient. A total of 23 people died in hospital that year.
The salary bill had risen to £736/19/5 from the £417 when the hospital was first opened. The total expenditure for the year was £900.

The first board of trustees for the hospital in 1882 was Messrs. R. Gray, J. H. Harris, D. M. Jones, and H. H. Hardwicke.

**DENGUE OUTBREAK**

The first serious outbreak of dengue to hit the district was in 1895 when 30 serious cases were admitted to the hospital. In 1901, Mr. G. Uzzell left inscribed stock valued at £111/15/- and £75 to the hospital. The inscribed stock earned £5 odd a year interest until in 1947 it was disposed of by the board. In 1906 the then modern amenity of acetylene gas was installed throughout the premises.

Mr. E. Oxenham was appointed secretary in 1912. After serving for 10 years as hospital surgeon, Dr. Willis resigned in 1918. He was followed by Dr. Roske. Miss Minna Pratt was appointed secretary in 1919 and she held that position for 18 years. Dr. H. Savige was surgeon for seven years before Dr. R. M. Smith’s appointment in 1928. Through the efforts of Dr. Smith and a very energetic committee a septic system and a hot water system were installed from funds raised from race meetings, gymkhanas, and other functions. The early operating theatre was a partitioned-off portion of the verandah.

Miss I. Ball was appointed matron in 1924 and held the position for 26 ½ years before her retirement. Those who held the office of president subsequent to 1913 included Messrs. E. M. Geary, A. J. Elliott, H. N. Knott, F. Hamilton, H. P. Blackall and J. V. Suter.

In 1925 patients’ fees were increased from 6/- to 9/- a day. In the previous year a maternity wing had been added. In 1926 the main ward was renovated. A contributory benefit scheme was put into operation in 1932. Under this scheme a person paying 1/- a week was entitled to free treatment for up to six months at any one time, to free out-patients’ treatment and to free medicine. In 1937, Miss Pratt resigned and Mr. C. Corney was appointed secretary. Mr. M. G. Baggott was appointed president. This man saved the hospital many hundred pounds as he used to do voluntary work at the hospital practically every week-end.

Mr. Owen Lloyd of Dunluce Station, for over 20 years provided the hospital with a number of top class milkers, which provided the institution with an abundant supply of milk.

**BOARD FORMED**

Early in the 1940’s the old Hospital Committee came to an end with the formation of the Hughenden Hospitals Board. It held its initial meeting on August 16, 1943. Chairman was Mr. J. C. Baker and others present were Messrs. T. L. Cullinane, E. J. Dallow, and P.
Buckby, and the secretary, Mr. C. Corney. Mr. Cullinane was appointed deputy chairman. At that stage the medical superintendent was Dr. Youatt and Matron Ball was in charge of the nursing staff.

At the meeting held on October 18, 1943, it was decided to take up with the Department of Health and Home Affairs, through the then local member, Mr. Arthur Jones, the question of the erection of a new hospital for Hughenden. Little was it then realized that such a long time would elapse before the dream was realized. The delay was due to some extent to the great demand at the time for new hospital buildings throughout the State. By that time Mr. H. W. Newton had taken his place on the board.

In December, 1948, Mr. M. H. Rylance, the architect, was instructed to prepare a sketch plan of the proposed new hospital. Previously Mr. O. Coleman had carried out some work on initial plans. At a special meeting in May, 1949, Mr. Rylance advised the board that the new hospital would cost approximately £200,000. However the final cost was about £281,500. In May, 1951, new X-ray equipment was bought and installed.

The foundation stone for the new building was laid by the Minister for Health and Home Affairs, the Honourable W. M. Moore, on July 29, 1955. The board then was: Messrs. V. G. Kitt (chairman), T. L. Cullinane (deputy chairman), W. L. Sladden, and H. McK. Hunter. The officers of the board were: Dr. M. F. Dowell, Matron E. A. Bromhall, and Mr. D. A. Palmer, the secretary.

The new hospital was officially opened by the Minister for Health and Home Affairs, the Honourable H. W. Noble, M.B.Bs., on Friday, October 3, 1958. The board then was: Messrs. D. C. Wolfgang (chairman), W. A. Dean (deputy chairman), W. L. Sladden, H. C. Morell, and F. W. Hanran. The board’s officers were: Dr. M. L. Mezger, Matron E. A. Bromhall, and Mr. G. J. Watson, the secretary.

Since that date Mr. Wolfgang has been replaced by Mr. P. T. Green as chairman and Mr. Ken Sellars is the present secretary. The present daily average at the hospital is 17.5 in-patients and 19.6 out-patients.

A dental clinic is attached to the hospital where full dental facilities are available to the public. Mr. Dennis Franzmann is dentist in charge and visits Richmond for a fortnight in each four weeks to provide dental facilities there.
SPORTS PLAY PART IN DEVELOPMENT

Sport has always played a big part in the development of an area. It brings people of different vocations together into gatherings where they can gain both friendship and knowledge. Like most western towns Hughenden is rich in sporting activities.

THE HUGHENDEN BOWLING CLUB

Although bowling in Hughenden was started as a hobby by the late Percy Finnemore in 1940 at the side of his residence, which was alongside the powerhouse, interest was aroused in local residents so that working bees of about 10 men, soon had the necessary side and end fences completed to form the one rink, together with end ditch boards. Afternoon teas were served from the front verandah of Mr. Finnemore’s residence.

Prior to this start on a club, the late Dr. Robert Smith and Alderman Archie Cameron had made several enquiries about the starting of a bowling club, but statistics showed that in order to finance a club, there should be a population of 4,000 in a town or nearby district and so this idea was dropped. However, Mr. Finnemore was keen to make a start on a limited size green. At a public meeting in 1940, therefore, the first real start was made and the Mayor, Alderman Hector Hunter, was elected president. Dr. Smith was elected patron, P. Finnemore secretary/treasurer, with a committee of F. Shardlow, Geo. McLean, J. MacGregor, H. Arida, C. Corney, G. Shardlow, M. Flynn, R. Poole, and E. J. Large.

The war interrupted the general progress, but the No. 2 rink was commenced and was followed later by No. 3 rink, constructed on the working bee principle of which the membership would be 10 to 12. Mr. Finnemore passed away in 1941, but the members decided at a special meeting that they would carry on with the club.

It was not until 1946 that Hughenden applied for affiliation with the parent body, N.Q.D.B.A. They were advised that it was necessary that this club have at least five rinks. Extra land was sought from the Council and the five rinks were then completed. The length of the green at all times was only the bare minimum of 115ft., whereas the maximum should have been 125ft.

After the military requirements at Baronta had ceased two 10ft. By 12ft. huts were purchased and placed in a position 10ft. apart. This was then all roofed in, making a club house of approximately 34ft. by 10ft. all work to that date had been carried out by members, and at this stage a power mower was bought for £10, which eliminated the use of an old hand-mower for grass cutting.

The first visitors were from Charters Towers, ably led by Mr. G. McLeod. They were soon followed by a party from N.Q.D.B.A., led by Mr. J. Hackett assorted by Mr. Bill Conn. The Hughenden Bowling Club first held at Ayr and Home Hill in 1947. It was apparent by this date that the club should seek a full size green. i.e. 125ft., as the membership had outgrown the five rinks.
A public company was formed to raise finance, this being made necessary by a wartime Government regulation. This company, under the chairmanship of Mr. F. Hanran, raised the finance and completed the project of the present bowling green at North Hughenden. The green and surroundings cost £4,000. During 1960-61 the project was taken over by the Hughenden Bowling Club and a large percentage of shareholders in the company donated their shares to the club, making it possible for such a take-over. The club then carried on with the limited overdraft.

During this period, as in most clubs the office-bearers varied and the year 1963 sees Mr. Bernie Harris as the club president and Mrs. M. Corney as the associated president. Mr. Frank Hanran, one of the foundation members, is still actively interested in the club. During the intervening years, he was green director for 14 years, and for five consecutive years he held office as president. During part of his term as president, he also very successfully carried out the position of secretary-treasurer, provider and green director. Member recently mourned the passing of the late Jack MacGregor who until his untimely death, had been an active member. He was a foundation committee member.

The Present club membership stands at approximately while associate membership is approximately 37.

The following is a list of championships taken out by club members:

**SINGLE CHAMPIONSHIPS**

1943-44 C. Mclean
1945-46 F. Shardlow
1947-48 E. J. Large
1948-49 E. J. Large
1951-52 Geo. Price, Senior
1952-53 A. Rich
1953-54 V. Haupt
1954-55 F. Birtwell
1955-56 B. Harris
1956-57 E. J. Large
1957-58 P. Mckitrick
1958-59 B. Harris
1959-60 C. Lethbridge
1960-61 B. Harris
1961-62 G. Stuart

**PAIRS CHAMPIONSHIP**

1947-48 A. Drew C. Anderson
1948-49 M. Flynn C. Anderson
1950-51 P. Walsh F. Birtwell
GOLF IN HUGHENDEN

Golf was started socially in Hughenden in 1916 when the Late W.A Younie and J. McLay, together with several others, mapped out seven holes course in the vicinity of the Poinciana Paddock to the West of the town. After being there for several months they moved to the flat behind the present bowling green, where a nine hole course was put down.

This area was used on and off until 1923, when the Hughenden Golf Club was formed and a nine-hole course was mapped out at the rear of the Show Grounds. The course ran through the Cricket Grounds across Station Creek in a southerly direction and crossed back over the creek to the ninth hole at the side of the Show Grounds, where there was a bough shed club house.

Dr. Savige, the late W.A. Younie, J. Brebner, and C. Neilson were some of the early members.

In 1928, Jack Brebner made representations to the Lands Department and was successful in obtaining a special lease of the Lands Paddock, which is the present site of the Hughenden Golf Club. It is laid out as an 18-hole course and is still considered the most picturesque in the West. It has been declared a bird sanctuary, which greatly adds to its charm.

Golf in Hughenden made a name for itself in 1928, as it was the only 18-hole course west of Townsville, and because of this, the North-Western Championship has been played there ever since, with the exception of during the war years, when the club went into recess and the Military had a camp in the links.

John Brebner, S. Cullimore, R. McLeod, P. Walsh, Dr. Henry (Townsville), J. Shaw (Charters Towers), F. Birtwell, W. Thomassson (Charters Towers), R. Brennan, and C. Holt (Winton), were some of the successful competitors in the North-Western Championships.

The club now supports a two-storeyed club house, complete with dance floor above and dining facilities and bar below, surrounded by cool green lawns. Situated about three miles out of town on the bank of the Flinders River, the course consists mainly of
claypan, but there are many gum trees strategically situated to make both the course attractive and the play interesting.

The greens are sand, well oiled, and the play is made difficult by the fact that each green varies in consistency so that no two can be played with exactly the same speed or accuracy. The par for the course is 69, which is made up of 13- four stroke holes, one-five, and four-three. Competitions are played from March to October on Saturday afternoons and Tuesday mornings.

Mr. G. C. Little is the patron of the club, and D. Darben is the present president, with W. Webb and E. White (vice-presidents), D. Crawford (handicapper), H. Crossman (captain), K. Webb (secretary), and D. Erricker (treasurer). There are approximately 41 members.

The associates have Mrs. D. Munro as president, Mrs. M. Webb (captain), Miss E. Fraser (secretary), and they have a membership of approximately 30. Among the present day members, there are two life members who have devoted many years to the game and are still playing. These are Miss E. Fraser and Mr. C. Corney.

Winners of the Walsh Cup, for the club championships, have been:

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**HUGHENDEN AND DISTRICT RIFLE CLUB**

The first Rifle Club in Hughenden district was the Flinders Rifle Club which was conducting shoots in 1901. This club commenced with two target machines. The first known captain was Mr. Rankin and other original members were Messrs. Turbine, A. B. Chubb, S. Shardlow, F. Schultz, R. W. Geary, and J. McIntyre.

The club became known as the Hughenden and District Rifle Club after World War I. Three extra targets were added in the 1920’s, to bring the total to five. The number of
targets was again increased in 1950, to seven targets, with a cement wall for the new sections of the mantlet.

The best remembered captain was Len Arnold, who was the driving force of the club until World War II. The late B. L. Burrell joined the club in 1915 and his first scores were 13 out of 35, and eight out of 35, and well into 1916 misses and outers were still included in his scores. Yet, by perseverance, he gained the highest possible score attainable on any rifle range, 105 out of 105 over 200-300-500 yard ranges, on September 30, 1923.

In later years, Henry Morell and Dave Crawford senior brought further fame to the club by representing Queensland in the same team in the Commonwealth teams matches which are held at different capital cities yearly. This could well be unique for a western club. Actually, Dave Crawford represented Queensland twice, while Henry Morell was a representative on four occasions.

Other known meritorious scores gained were: 104 by A. Crawford (1935); 104 by D. J. Kennedy (1948); 103 by D. Crawford (1949); 102 by A. Gottke (1951); 103 by A. Walker (1961).

The shoots which create most interest are the inter-town shoots between Hughenden, Richmond, Winton, and Charters Towers, who all attempt reciprocal visits each year.

The office-bearers of the club are: captain, Andy Walker; secretary, Ron Mealey; treasurer, Dick Cooper; handicapper and vice-captain, Bob Reid. The best known member is Mr. A. Crawford, who has the honour of being a life member of the club. Other prominent members are “Digger” Stanger, Joe Ryan, Joe Mason, and Bill Webb.

While the club has lapsed on a few occasions, two of which were necessitated by most eligible members joining the armed forces in the First and Second World Wars, the club is now in a strong position and because of westerners’ natural love of this sport, it will undoubtedly remain so.

**RACING NOTES**

In accordance with the Australian character, racing is the premier sport in the Flinders district. The first race meeting at Hughenden, was held on the northern side of the river on Rosevale property which was then owned by Mr. J. D. O’Leary. Later, the course was shifted to the claypan, and later still, to the present site. When the grandstand was the buggies it was easy to shift. The original committee was Reg Uhr (president), Lou Goldring (secretary), Bob Crothers, Norman Armitage, Malcolm and J. V. Suter.

The first Hughenden Cup was presented to the club by Mr. W. Hardwicke, an old pioneer, who managed Dotswood and then Rockwood Stations. The famous Bracelet,
which Cestus of the “North Queensland Register” always claimed was the first ever raced for in Australia, was instituted around 1886 and was first presented by Mr. R. Crothers.

Among the fortunate ladies to win one or more bracelets were Mrs. Voss and her sister, Mrs. T. Christeson, Mrs. A.W. Wilson, Mrs. Monahan, Mrs. R. Crothers, Mrs. Suter, Mrs. Thompson, and Mrs. C. K. Peel. In later years Mrs. J. V. Murray, Mrs. F. R. Anning, Mrs. H. A. Crothers, Mrs. H. Cunningham, and Mrs. N. Surgeon were also successful.

Famous amateur riders of the olden days were Messrs. W. H. Carter, Thornton, J. Thompson, and T. Ezzy. W. H. Carter won the first Cup and Bracelet and was the first rider in North Queensland to adopt the Tod Sloan style of seat. J. Thompson won the Bracelet four times in a row. Harry Field rode the last winner at the old course and the first winner at the new course.

A race meeting in the early days was a recognised re-union and station people came from near and far for the occasion. To many of the pioneer ladies, it was the main social event of the year and the great was the excitement when the dashing four in-hand drags, the smart pair in buggies and the sporty cane carts, and useful old buckboard and wagonette, came pouring in the black boys galloping after mobs of spare horses; among them a few men escorting ladies on horse back, riding in the old time side saddle, with long skirted, tight bodiced habits and the hard hats of the period.

Many were the racing enthusiasts of the era, and courageous the bookmakers, who were prepared to bet 10 to one an owner’s next year’s nomination and didn’t even require the name of the nomination. The gamblers were even more spectacular and were ever ready to support their fancy. Many a story can be told of their deeds; card games with £160 for cards, another of a man who lost £1,200 at cards in one sitting and on leaving the game, walked into a hotel and shouted the bar; and a double or nothing bet which ended at £1,200 were typical of the times.

The Hughenden annual races, held on May 25, 1888, saw Mr. R Johnson’s gelding, Rocket, win the Flying Handicap of six furlongs worth 59 sovereigns on the first day and then win the Hughenden Handicap of two miles on the second day. It was worth 100 sovereigns for the first horse and a sweepstakes of three sovereigns for the Second horse.

An indication of the prosperity of racing in those days comes when it is realised that a weekly wage of £2 was considered high remuneration then.

Racing in the area today forms part of the western circuit controlled by the N.Q.R.A. at hughenden race track, three clubs hold meeting: the Flinders Amateur Race Club holds one-two day meeting, Hughenden Jockey club one-two day meetings and three – single day meetings, and the Diggers Race club one-two day meeting, yearly. Meetings are also conducted at Stamford and Prairie and Picnic meetings at Kooroorinya and Oak Park. The Hughenden track is a one mile dirt track and has the most modern amenities. The Bracelet is still one of the main attractions and the Diggers’ Cup is also a coveted honour.
Good Fields line up for these events and many entries come from neighbouring shires, but still the local horse is never out-classed and often assures that these trophies remain in the district.

The Hughenden district still produces its good amateur riders. Of the old brigade, Alex Homewood, Leo Stuart, Lock McIntosh, and Dave Rollston, are readily remembered and the tradition is capably carried on by Kevin Cairns and Peter Browning.

They have been many outstanding racing personalities over the years. The names of J.D. O’Leary, J.V. Suter, C. K. Peel, and H.A. Crothers appear prominently in the Cavalcade of owners who have added lustre to the sport. Today Bill Laister, Dave Hassett, Steve Abbott, and Sandy Whitehead are but a few of the enthusiasts assuring that racing will remain Australia’s leading spectator sport.

No chapter on racing would be complete without some mention of the horses. Wherever racing was being held and whatever the sport discussed, there will always be horses whose names are quickly recalled, be it for brilliance, stamina, courage, outstanding performance or public popularity. The following may not be the greatest horse to grace our track, but each has been endowed by at least one of the Attributes Mentioned.

Think back and undoubtedly you will see in your mind’s eye Analoid, Rantee, Whitewood, Die hard, I see, Albaro, Jock Andrew, Jaldi, Cantry, Aunt Chloe, Swing Jim, and Drunotis, performing the deeds that make them still revered in this district.
AMPLE SERVICES AVAILABLE

The Shire of Flinders, and in particular the town of Hughenden, is supplied with all the community services, which one might normally expect to find available to a flourishing Western town.

A dependable electricity supply has assured the main centre of the shire of good and adequate lighting, sewerage and water supply systems. The district is served by the east-west railway and a network of roads, over which goods are carried to and from the port of Townsville.

HUGHENDEN ELECTRIC AUTHORITY

The provision of an electricity system for Hughenden was first seriously considered as far back as August, 1920. Discussions were held between the then Hughenden Town Council and the Northern Division traffic manager of Queensland Railways, Mr Crowther with a view to the town drawing light from a scheme which it was proposed to inaugurate at the Hughenden Railway station.

This Scheme failed to mature as did another to light Brodie Street, which was put forward by Mr. Tom Page in 1922. He was a proprietor of the local ice works. From until 1924 nothing concrete was achieved. However in January, 1925, a minute appeared in the Town Council’s Books “that application be made to the Governor-in-Council for an Order-in-Council authorising the Hughenden Town Council to supple electric light and power within the town of Hughenden.

Two more years elapsed before planning was completed and in May, 1927, tenders amounting to £6,629 were accepted from E.S.C.A for the supply of Hughenden’s first D.C. light and power generating equipment. This consisted of two Vickers Petters semi-diesels complete with Bruce Peebles generators and the necessary supplementary equipment.

In August of that year a tender of £1,617 was accepted from the local firm of Munro and company for the construction of a powerhouse. Hillman and Company of Townsville were engaged to install electric light and power connections in the town.

The installation work was pushed long under the supervision of Mr. J. J. Greer, the government consulting engineer, and eventually on March 29, 1928, the Hughenden powerhouse was officially opened and the power turned on by Mr. Jack Leonard, who was then the Mayor of the town.

First light rates struck were 1/1 ½ per unit for the next 15 units and 9d. Per unit for all units used in excess of 30 units. The rate of power was 6d. For each unit up to 200 units and 4 ½ d. for each unit over 200 units.
Mr Jim Watts was appointed the first powerhouse manager at a salary of £ 480 and Mr. G. W. Grant was the first shift engineer, July 1929 saw the Hughenden railway station connected to the light and power supply. With more and more loading coming two new National gas-cum-oil engines of 180/200 and 50/60 horse-power respectively were installed.

No other major alterations were considered until February, 1953, when inquiries were made into the conversion from D.C TO A.C In 1955, following a recommendation from the State Electricity Commission, and under the Supervision of Mr. Sam Needham. This work was completed towards the end of 1957.

In January, 1958, the Hughenden Town Council and the Flinders Shire Council were amalgamated. The Flinders Shire Council took over control of the electric authority.

This eventually led to discussions between the Shire Council and the Townsville Regional Electricity Board and in September, 1959, T.R.E.B. took over control of the Electric Authority.

Powerhouse managers of the Hughenden Electricity Board and in September Powerhouse managers of Hughenden Electric Authority were: Jim Watts (1928-35) Joe Hiedecker (1935-39), Pat Fennimore (1939-42), Arthur Drew (1942 -49), Walter Seymour (1949-54), George Buettell (1954-56) Sam Needham (1956-59) Since T.R.E.B took control of the authority the district superintendents have been Bill Purdy (1959-61) and Jack Hannell (1961-)

**NEW DEVELOPMENT**

The Townsville Regional Electricity Board continued the development of the Hughenden powerhouse and the supply network so that today there is an adequate supply which is as reliable as similar undertakings in much larger centres. There is adequate power available to meet the requirements of any expansion in the town and district.

The powerhouse in 1963 has a total installed capacity to 1.060kW and an additional 750KW engine alternator unit is expected to come into operation in September.

To the end of June, 1962, there were 542 consumers connected to the power supply. In that year 1,980,000 units of electricity were consumed and revenue from electricity sales was £ 61,000.

In October, 1962 tariffs were reviewed and reduced to the benefit of consumers and to encourage the use of electricity. In September, 1959, T.R.E.B. purchased Arida’s Building in Brodie Street and opened a branch office and electrical show room there. This was the first showroom in the town solely for the sale of electrical appliances.

In 1962 serious consideration was given to extending power supply to grazing properties around Hughenden. An intensive preliminary survey was completed a prospective consumers were interviewed. It is expected that the first power extensions into grazing
areas will be built in the near future. A new system of high voltage supply know as SWER (single wire earth return system), will be used for the extensions.

Flinders Shire is represented on the Townsville Regional Electricity Board by a member chosen by mutual consent from the Shires of Dalrymple and Flinders and City of Charters Towers. The first representative in this regard was Councillor Arthur Downey of Dalrymple Shire. Councillor Downy is still in the district representative on the board.

POLICE AND JUSTICE DEPARTMENT

In the year 1873, Sub-inspector Gough formed the first Native Police Camp on the site of Hughenden, which was across the river from Hughenden Station. The sub-inspector was known as “Long” Gough and was renowned of his “down to earth” methods when dealing with troublesome squatters and shearsers during the Great Shearers’ Strike of 1891. He was appointed Police Magistrate at Hughenden in that year. The police camp of 1878 consisted of two tents, one containing a log with big iron rings in each end of the purpose of securing prisoners. Drunkenness was the chief offence.

The Hughenden Police Station first came into being about 1881. It’s been then part of the Townsville Police division. The strength of the force at Hughenden was then one Senior Constable, two Constables and two native police. In 1895, Hughenden became a sub-district of the newly formed “E” district with Richmond and Torrens Creek as the two police stations under its control.

In 1905, Hughenden was declared a Police District headquarters with the following stations under its control: Diamantina, Kynuna, Perciville, Richmond, Torrens Creek, Winton and Woolgar, having a total of 21 members of all ranks. It remained a district headquarters until 1921 when it reverted to the control of the Townsville Police District. The present strength of the class Sergeant E. Witt, and four constables.

On April 6, 1878, the first police magistrate, Mr Reginald Charles Uhr, arrived in Hughenden and he held the First court of petty Sessions on April 16th. Uhr recommended that his headquarters be established at Hughenden for a number of reason; foremost was the fact that Hughenden was “bound eventually to become an important place”, as it position in Burke District was central and commanded “the finest tract of pastoral land in the Colony”. Mr. Uhr was succeeded as P.M. by Robert Wilfred Moran in April, 1883.

The first birth registered in the Hughenden district Registry was that of Kate Adelaide Victoria Wilson, on April 20, 1886- Father George Wilson, a labourer at Afton Downs. The first marriage to be registered was that of James Frederick Rose Wilson and Elizabeth Bertha Willes on June 24, 1886. Prior to 1886, these registrations were made at Normanton. The establishment of the Northern District Court at Hughenden was proclaimed on March 13, 1884, following the petition presented by J. H. Harris, Chairman of the Hughenden Progress Association.
At the present time, there is no resident magistrate. However sittings of the District Court are still held at the Court House, Hughenden, a magistrate from Charters Towers visiting every five or six weeks. In the absence of the magistrate, Court is conducted by any two Justices of the Peace. The present Clerk of Petty Sessions in Mr. T. Green.

**PORT OF TOWNSVILLE**

Townsville, ranking eighth in the ports of Australia, is the outlet through which the products of the Shire of Flinders reach consumers in all parts of the world.

A considerable proportion of the 25,000 tons of beef and beef by-products shipped annually through the port comes from the shire.

All of the wool from the district was exported through Townsville until the early 1940’s, when lack of reliable shipping forced growers to rail their clips to Brisbane. Over 100,000 bales of wool were shipped through Townsville annually in the 1930’s.

Early imports through Townsville were rails and rolling stock for the Queensland Government Railways. These were used to build the line to the West. The railway to Charters Towers was opened in 1882 and by 1887 it had been extended to Hughenden.

Over the past two years this type of port traffic has been repeated as rails and structural steel for bridges have passed through Townsville for the rehabilitation and strengthening of the Townsville-Mount Isa railway line.

The present port authority, the Townsville Harbour Board, was created in 1895, its first meeting being held on March 26, 1896. Mr. J. V. Suter the represented the Hughenden Municipal Council.

His membership on the board extended for over 40 years. As a tribute to him and the work which he had done for the port the board named its newest harbour facility the Suter Pier.

Over the years accommodation for vessels has been progressively enlarged and today the port can berth nine overseas vessels simultaneously. Modern facilities are provided for the expeditious handling of meat, sugar, minerals, oils, and the multiplicity of items which constitute general ships’ cargoes.

Industrial sites in close proximity to the harbour are available and the board continues its policy of providing more and better facilities to enable the harbour to meet its obligations to the expanding trade of Northern and Western Queensland.

Thus the Townsville Harbour Board has provided ample evidence that it has “Faith in Our Future”.
The Flinders Shire area is at present represented on the board by Hughenden businessman, Mr. A. W. (Bert) Field.

Generally the value of the revenue received by the board is well over £500,000 annually while the quantity of cargo imported is over 250,000 tons and that exported over 500,000 tons.

The main imports are bulk oil, iron and steel, fertilisers, coal and sulphur. In 1962 the imports totalled 275,697 tons, an increase of 6,717 tons over the figure for the previous year.

The main exports through the port are sugar, beef, copper in various forms, zinc concentrate, lead, molasses and hides and tallow. The weight of the goods exported in 1962 was 468,236 tons, a drop of 91,155 tons on the previous year. Main reason for the drop in exports was industrial trouble at Mount Isa Mines, which disrupted mineral shipments.

Last year 373 ships, aggregating 1,929,199 gross tons berthed in Townsville compared with 366, aggregating 2,012,589 tons, in the previous year. Port revenue in 1962 was £483,903, compared with £510,106 in 1961.
COMMUNICATIONS AND TRANSPORT

Provision of good and reliable communications and transport systems has been responsible, to a large degree, for the development of the district to the stage which it has reached so far.

There appears to be no lack in this regard for future progress in the area. The facilities now exist and are waiting to be more fully utilised.

The development of some major industry, apart from the two main rural industries-wool and beef—is probably the thing which is needed in the area for the greater utilisation of these systems.

HUGHENDEN POST OFFICE

The first post office was established at Hughenden on July 1, 1878, with Mr. H. W. Hardwicke as postmaster, on an annual income of £12. Mr. Hardwicke remained in that position until July 14, 1879, when Mr. L. Goldring took charge as postmaster.

As early as 1872, a fortnightly mail service operated between Hughenden and Bowen Downs. Records show that a fortnightly mail service operated also between Hughenden post office and Conn’s waterhole in 1879. The distance between these two centres was 159 miles and was covered by horse.

Mail services now are carried out by trucks and three such services are operating. They are: M.S. 764. Hughenden to Banjoura, bi-weekly, operated by Ben Green; M.S. 196. Hughenden to Cheviott Hills, weekly, operated by Keith Jensen; and M.S. 121. Hughenden to Compton Downs, weekly, operated by Colin Cass.

Postal notes were sold at Hughenden office as early as 1881.

Extension of the telegraph line from Charters Towers to Hughenden was started early in 1880 and by June, 1880, work had progressed as far as Norwood, 71½ miles from Charters Towers, where an electric telegraph office was established. The line was extended to Hughenden by August 17, 1881, and a telegraph office established.

Properties in the northern and eastern extremities of the shire are served by the Outpost Radio Service, operated through the Flying Doctor Service at Charters Towers. Contact is gained via two-way radio transceivers, operated by batteries, by keeping the sets open at set times each day. Through this medium the school of the air, operated from Charters Towers, reaches children in the isolated areas, and contact is also made with the flying doctor through these radio transceivers, which have now become an integral part of life in the West.

Unfortunately the date of the first telephone service and exchange in Hughenden is not known. However, it is known that a single channel carrier telephone system was brought
into operation between Townsville and Hughenden on September 26, 1929. This system used special equipment so that more than one conversation could be made on one pair of wires at the one time. At present, the office has an official Grade III status with full postal and telegraph facilities. The present postmaster, Mr. Hubinger, has a staff of 11. As well as the road mail services which operate to country areas, there is a daily air mail service to Townsville and Mount Isa. Private boxes are available and a daily delivery of mail is made to households in the township.

The previous post office building and quarters was destroyed by a fire a number of years ago. Telephone subscribers’ services, of which there are 281 at Hughenden, are connected to a magneto type manual telephone exchange. The exchange is operated by five telephonists and one part time telephonist with a monitor-in-charge. Subscribers have both local and trunk facilities available. Non-official telephone officers are in operation at Torrens Creek, Marathon, Stamford, Whitewood, Cameron Downs, and Tangorin. An official exchange is in operation at Prairie.

**EARLY TRANSPORT**

About 1881 or 1882, Pentland was the terminus of the western railway line from Townsville. Carriers were coming to this centre to load for Hughenden and further west. Many properties were being set up and bullock and horse carriers were doing well. One of the carriers from there was William Wilks with his bullock teams. In 1882, he delivered the timber and iron to build St. Thomas’ Anglican Church. Other carriers who arrived in the Hughenden district with Mr. Wilks were George Hartley, Jack Buckley, and Jim Greenhalgh, also with bullock teams.

The agents consigning from Pentland had as representatives C. Allen, J. Cummins, of Cummins and Campbell, and J. R. Chisholm. All these firms followed the line through to Hughenden and it was the terminus for years.

The era of the carriers was a prosperous one for the town of Hughenden. Among the carriers were Jack Harney, Rosenkjar, O’Connor, Paddy Melvin, and George Oliver, who owned two horse teams and worked for the stations west of the town. The big wagons used to keep the outer west supplied with rations and drew huge loads of wool. At one time, there must have been between 300 and 400 carriers loading out from the terminus. When the carriers moved out ahead of the railway, Hughenden felt the loss severely.

When Prairie was the railway terminus, Cobb and Co. ran coaches to Hughenden and Jim Hutchinson was the man in charge of the box seat. After leaving Prairie, horses were changed at Jardine Valley on Deep Creek. Alex Atkins had a hotel in this locality and business was brisk as the area was considered a good camping ground by carriers.

Lou Goldring and Tolano were Hughenden agents for Cobb and Co. and one of their best known drivers was Joe Herschberg, who was driver of the super passenger coach on the Richmond run.
The main coach runs from Hughenden to Muttaburra, Richmond, and Winton. Thw Muttaburra coach stayed overnight at the Tangorin Hotel and changed horses at Horseshoe Bend, where Jim Wyatt senior had a hotel, Cameron Downs and Borenya.

The Richmond coach stopped at the 20-mile, Telemon and Cape Horne for horse changes, while the Winton Coach changed horses at what was known as Burke’s Tank near Stanford and stayed overnight at Killarney Dam.

J. V. Suter was another who was interested in mail coaches. He ran various lines. In 1906, he successfully tendered for the Muttaburra-Hughenden run, via Tablederry, Culloden, Rockwood, Tangorin, Borenya, and Cameron Downs. It was run in two days each way, one every week for three years, at £349 per annum.

Another run of Suter’s was the Richmond-Cloncurry run and waybills made out in April and May of 1904, show that both Joe Herschberg and L. Bromhall were driving for Suter’s firm of Royal Mail Coaches at that time. The waybills also reveal that the passenger fare from Richmond to Cloncurry was £1/15/-. Other points of interest are that two bags of flour, one parcel and one bag of potatoes, consigned to Nonda, a distance of 43 miles, cost 7/6, and one bag of potatoes for Cloncurry cost 12/6.

It is difficult for us today to visualise the life of the teamsters and carriers in those far off days. Facing hardships unknown to us and battling for their very existence, they faced droughts and floods and the intense loneliness of being absent from their families for months at an end. It is to then that we owe a debt of gratitude for their work in playing such an important part in the opening up of the West, and keeping open the lines of communication, the forerunners of our modern transport system.

**QUEENSLAND RAILWAYS**

The section of railway from Prairie to Hughenden was constructed under contract by Messrs. MacKenzie and Sutherland and was opened for regular traffic on October 19, 1887. Goods trains had been run over the line during September and early October of that year.

Erected by Messrs. Sparre and Hanson, the station buildings at Hughenden were completed in December, 1887. The original building was destroyed by fire towards the end of 1946, temporary accommodation being provided from November 11, 1946, until completion of the present structure in 1947.

Between Hughenden and Winton the line was constructed in three sections. The first from Hughenden to Stamford, a distance of approximately 39 miles, was opened for traffic on December 13, 1897, that from Stamford to Corfield (approximately 41 miles) on October 20, 1898, and the Corfield-Winton section (approximately 51½ miles) on July 25, 1899.
The continuation of the railway west-ward was carried out by day labour. The section from Hughenden to Marathon (40½ miles) was opened for public traffic on December 15, 1903, although a large number of cattle had been carried by special trains during the preceding four months. The line was completed to Richmond the following year and opened on June 2.

The position of the district superintendent at Hughenden was created on September 11, 1947, and the first occupant thereof was Mr. J. R. Allison who later became general manager, South Western Division, and Subsequently general manager, Central Division. The present district superintendent, Mr. J. Gormley, took up his position in Hughenden in 1962. Diesel electric locomotives were introduced to Great Northern Railway in January, 1956, and with the completion for the Mount Isa rehabilitation project the use of these locomotives will render possible the haulage of train loads of the up to 2,400 tons.

Visitors to Hughenden often wonder, and ask why the railway line takes such a bend to get to the town. The explanation is that the proposed railway terminus was to be at Savage’s Ridge, just as the line came down straight from the back of Hughenden sheep station. The subject was a serious one in those days as the pioneers had risked all in Brodie Street, under the impression that it would be the business centre. It was possible that a rival township would spring up at the proposed terminus which was about a mile away. The matter was taken up by the Council and the Progress Association with the Government and an engineer was sent to discuss the matter. A compromise was reached with the result that the line was robbed of its straight run and keeping to the higher ground, the U-bend was built for the convenience of the residents of Hughenden.

**AIR SERVICES**

Air services have been developed to such a stage that it is now possible to board an aircraft in Hughenden at 10.25 a.m. and be in Melbourne by 11 p.m. the same day.

Modern pressurised Fokker Friendship aircraft, operated by the national airline, Trans-Australia Airlines, arrive in Hughenden from the coast six times a week and return five days a week. The time of travel has been cut to an hour and a half.

These services connect in Townsville with Super Viscount services to Brisbane, Sydney and Melbourne.

One of the pioneer airway companies linking the West regularly with the coast was T.A.C.A. (Townsville and Country Airways), which was absorbed by T.A.A.

The Flinders Shire Council maintains a sealed all-weather aerodrome, which is up to the highest standards as laid down by the Department of Civil Aviation.

The aerodrome is becoming increasingly popular for small aircraft owners, who use it as a stop over place for their aircraft when visiting Hughenden on periodic trips from their properties.
VARIOUS PUBLIC ORGANISATIONS

COUNTRY WOMEN’S ASSN.

A branch of the Queensland Country Women’s Association, which has been acclaimed the world over as one of the finest organisations for better understanding of women of all creeds, colours, and religions, was established in Hughenden in 1923, with Miss Aiken as the foundation president. Miss Aiken now resides in Townsville.

Her successors have been (in order): Mesdames Lindsay-Browne, Suter, Leahy, Yelland, Nicol, Drew, Welch, Leake, Ross, Day, Brown, and Darben.

Membership of the branch has fluctuated over the years. Initially there were 70 members. That number has grown to as many as 100 and is now static at 72.

Present office-bearers of the association are Mrs. D. Darben (president), Mesdames N. Wotherspoon and R. Mugatroyd (town vice-presidents), Mesdames R.J. Anderson and W.B. Schulz (country vice-presidents), Mrs. L. C. Lethbridge (secretary) and Mrs. J.V. Hannell (treasurer).

Several important projects have been achieved by the branch over the years. The branch established a Blue Nursing Centre, which unfortunately lapsed through want of support. The £380 held in the special fund for this was handed to the Hughenden District Hospital to help purchase X-ray equipment. The plant is still in use.

An operating table and several chairs for the use of patients and visitors to the hospital have been provided and waterbags and trees for planting have been supplied to the Hughenden State School.

The branch has provided a seaside cottage at Kissing Point, Townsville, for the use of western people holidaying at the coast. In conjunction with the Prairie branch the branch has purchased a house which has been converted to a waiting mothers’ hostel. To provide additional accommodation a cottage has been erected at the rear of the hostel.

More recently the branch has built new rest rooms where all meetings of the branch are now held.

R.S.S.A.I.L.A. – HUGHENDEN SUB-BRANCH

The sub-branch in Hughenden had its beginnings in 1918, when our men returned and settled down in the area, after serving their country in the 1914-1918 World War. Messrs. J. A. Smith and R. F. O’Brien were the first to be actively interested in forming the branch, and they were soon joined by others as they returned. By 1920, there were sufficient financial members for Hughenden to be granted its Charter. Some of the original members are still actively associated with the sub-branch, but unfortunately age and the effects of war service have taken their toll of the majority.
One of the early members of the branch was Mr. R. C. Eather, who was probably the district’s most decorated soldier. He went away a private, but finished up as Assistant Staff Captain of the 7th Brigade Headquarters. He was mentioned in despatches and won the Military Medal at Pozières, as a private. Later, he won the Military Cross at the Battle of Morlancourt and a Bar to the Military Cross at the capture of the Bea Revou line and was decorated by King George V at Buckingham Palace. Mrs. Eather was a nurse in World War I and received the nurses’ decoration, the Royal Red Cross. Truly this is an unique recognition of individual and family devotion to duty.

The depression years of 1927 to 1932 were very difficult years for the sub-branch, and the effects of war service were catching up with many of the members, who desperately required assistance. The need for finance by the branch became an urgent consideration, and it was a difficult problem to raise the necessary money for this assistance. Mr. E. J. Large was president of the sub-branch during the greater part of this difficult period, and his task was not an easy one. However, with the cooperation of members and the valued assistance from the Ladies’ Auxiliary, these troublesome years were weathered successfully.

During the 1939-1945 War period, the affairs of the sub-branch membership grew, the record number being about 115. Over the years, the younger members have gradually assumed the responsibilities of the League’s activities.

The league first had its headquarters in the building situated at the corner of Brodie and Resolution Streets, Hughenden. It was then known as the Soldiers’ Memorial Hall and was officially opened by His Excellency, Sir Matthew Nathan, Governor of Queensland on June 2, 1921. The building was sold to Mr. W. Collins as a residence on June 28, 1937.

The sub-branch then had no permanent meeting room for many years, but received assistance from the Shire Council, Town Council, Masonic Lodge and various hotels, who made rooms available at various times for the meetings. However, with the increase in membership of the League, the necessity was felt for a building of its own. Mrs. M. Green made an attractive offer of the Oddfellows’ Hall at a satisfactory figure, and the League decided to purchase this hall with a view to improving and modernising it.

Mr. G. McHugh, as president, was the driving force behind the sub-branch in its fund raising activities for the necessary finance for this project and through donations and the efforts of the members, with the assistance of the Flinders Shire Council, the project was put in hand. The Shire Council agreed to assist by contributing a yearly sum for 10 years. At the same time, the Council was granted an option on the purchase of the hall.

The hall was duly completed and officially opened by Mr. J. A. Sheriff, then president, of Northern District Council, R.S.S.A.I.L.A., on June 17, 1960. Subsequently, the Flinders Shire Council exercised its right of purchase on July 1, 1961. Officially known as the R.S.S.A.I.L.A. Memorial Hall, it is now one of the major buildings of the township of
Hughenden and has become an integral part of community life, standing as fitting evidence of the sub-branch’s efforts to improve the town.

Now the sub-branch hopes to get started on a hall which will take care of the League’s activities with the exception of functions out of the ordinary. At the present time, membership is about 100, and the officials are Messrs. A. G. Field (president), W. A. Dean (treasurer), and E. J. Seward (secretary).

Any mention of the R.S.S.A.I.L.A. in Hughenden would not be complete unless special was made of Mr. E. J. Seward, who became a member of the Hughenden sub-branch in 1926. He has held the office of presidency and for the past 10 years, has faithfully carried out the duties of secretary. Such have been his efforts in this sub-branch, that in Hughenden, “Ted” has become synonymous with “R.S.L.”.

When one reviews the activities of the R.S.S.A.I.L.A. and especially the activities of sub-branches such as Hughenden, the conclusion arrived at is that as time goes by, activities have increased. However, age and sickness are taking their toll and the ranks of World War I veterans at Anzac Day parades are getting thinner.

THE SCOUT GROUP

The present Scout Group operating in Hughenden is the fourth such group to be established in the town. Mrs. Lethbridge, the present Cubmaster, was granted a scouter’s warrant on March 24, 1952, and since that time a troop of scouts and a pack of cubs have functioned in the town.

At present there are 14 cubs, 20 scouts, five senior scouts and seven scouters. A new den was completed and opened by His Excellency the Governor, Sir Henry Abel Smith, the chief scout of the State, on September 10, 1961. It cost £1000 with most of the materials being supplied by Hughenden businessmen at cost price and practically all the labour being offered free of cost.

Scouting has gradually improved in the town and many of the scouts have qualified for proficiency badges. In 1962, three local scouts represented Hughenden at the Australian Jamboree in New South Wales.

Mrs. Lethbridge has given 11 years of service to the movement in Hughenden and in March, 1959, was presented with the letter of commendation as a reward for her voluntary work for the movement.

SHOW SOCIETY

The North-West Queensland Pastoral, Agricultural and Industrial Association was formed in 1883. The Show Grounds were first situated near what is known as Dip Flat, and later, due to representations made by the ladies’ committee members. Mrs. J. V. Suter and Mrs. J. Stewart, it was moved to the present site, which was donated by Mr.
Robert Gray, who was the owner of Hughenden Station. The first show was held at the present site in 1912.

The Hughenden Show has always been a prominent social event and the show ball which until recently was held annually, was one of the social events of the year. At one time, the show period lasted five days—two days show, a break of one day, and then two days racing, with various social functions at night. A social is always conducted on the Saturday night of show week, when the trophies are presented.

When one realises that in bygone days all competitors had to come in by buggy and horseback it gives some indication of the keenness shown by those interesting themselves in the success of the function. Often show sheep were transported by dray. This was considerable undertaking.

The Show Society, over the years, has adopted a progressive attitude, and in 1914, a grandstand was erected. The grounds now contain a wool court, sheep pavilion, horse stalls, dining room, exhibition hall, numerous stands owned by various public bodies of the town, caretaker’s quarters, showers and septic tanks and a well grassed oval. The standard of buildings has improved over recent years, particularly the exhibition pavilion, wool court and yards generally, owing mainly to the untiring efforts of people like Bertie Paine, Charlie Mealey and Dod Hardy.

As late as 1953 an endeavour was made to form under ladies’ committee to be responsible for the organising of the women’s interests connected with the annual show, but little interest was aroused and the plan did not reach fruition.

However, as competitors and exhibitors, the ladies have always been well to the fore in many sections. Mrs. F.J Daly and her two daughters were very keen show people and other women riders in the first class were Mrs. Tom Poncho, Mrs A. Mottershead and Miss Millie Nevin. Mrs. Poncho could hold her own among the best in the country and competed in Sydney at least once. Miss Coleman was always considered one of the good riders and Meg. Cameron was one of the greatest supporters in the hack and jumping section. Regrettably she was killed in a tandem jumping accident.

The Show Society could not have functioned successfully for so many years without the cooperation of the efficient secretaries interesting themselves in the success of each annual event. H. P. Blackall was secretary for many years. Others to carry out his job have been Messrs. Across, A. Mottershead, G. H. Corney, A. Birtwell, C. Corney, and the present secretary, R. Murgatroyd. Messrs. A. M. S Thompson and L. Franzmann were president of the society for long periods. The present president is Mr. Jim Nimmo.

Some top male riders were Messrs. Frank Daly, R.C Eather, Jim and George Harrop, Nicol Penny and George Coleman, who was great amateur rider, later to turn professional. However, the riders of the present day were not to be forgotten. Fred Peck and family, Alan Paine, Bert Nimmo and family, the Hall family Miss Ollie Goldfinch (now Mrs. Boyle), Buster Pitt and family, and Mrs Brunner are the most prominent.
The Memory of the greater jumper owned by Mr. F.J. Daly, named Bangle, will always be revered along with Jim Harrop’s Charcoal, Nicol Penny’s Artist, Meg Cameron’s Sovereign, Bob Conn’s Rex, Fred Peck’s Slim, and Mrs Brunner’s Poseidon.

C.K Peel was always a good supporter in horse events, Hughenden Station could always be relied upon for exhibit cattle. F. J Daly was also a cattle exhibitor, and the Stuart Brothers and W.W. D’Evelyn always bought sheep to the shows. R. C. Eather was the first connected with the show in 1911 and he was a great supporter for many years.

Jim Nimmo must be remembered for his great enthusiasm and generosity which contribute to the success of each annual event. Holding the office of president for many years, he has travelled 100 miles to attend meetings, which is only a small indication of the sacrifices this great man has been prepared to make for the betterment of the local shows.

Hughenden is becoming a well-known for its great success with the ram sales at show. These have been conducted for the past eight to 10 years by the combined agents. Stud Rams are offered from approximately six studs. People come from as far away as Julia Creek and Muttaburra to attend the sales.

Of recent years the Rodeo Society had been disbanded and a sub-committee has been formed within the Show Society to promote rodeos. One rodeo and two gymkhanas are held every year.
INTERESTING INCIDENTS FROM THE PAST

THE CAMEL QUESTION-1890/1

About 70 camels, owned by Afghans, arrived in Hughenden on June 23, 1890. Their arrival caused great excitement among people owning stock for word had spread around the town that these camels had upset the Cloncurry mail coach and frightened the horses. The Mayor of Hughenden, W. E. Gibbons, a man who was apparently not in the habit of overstepping his authority, was confounded as to what he should do.

In an attempt to extricate himself from this dilemma, he wired the Hon. B. D. Morehead, at the time Premier of Queensland, asking him if it would be in order for him to prohibit the owners from bringing the camels inside the municipal boundary.

Morehead replied the same day, but did not give any specific order. He merely stated that the fear seemed to have been exaggerated.

“If however they are only passing (through the) township you may, if you fear damage to life and limb, direct owners to keep outside Municipal boundary. But if Hughenden (is) their terminal point they must be allowed in you making best arrangements-if necessary-for protection of persons and property.”

On June 27, 1890, the Mayor again wired the Premier. The camels had been let in, but their owners had no intention of leaving for a long time. Their presence in the town had aroused considerable commotion, for a man had been thrown from a horse, and injured. In these circumstances, the Mayor again asked if he could order the camels to be taken outside the Municipal boundary.

The Premier was either vague in his reply, or had given a negative reply for the Clerk of the Hughenden Divisional Board, in answer to the demand of the Northern Queensland Carriers’ Union for the removal of the camels, answered that “this Board cannot interfere with the camels and beg to refer you to Sir S. W. Griffith”.

No doubt the Carriers’ Union felt the competition in the carrying business. When they did not get satisfaction from the local Divisional Board, they sent a delegation to wait upon Sir Samuel Griffith, who pointed out that “this is a matter for legislation if sufficiently important to call for such”.

The Colonial Secretary, when consulted about the matter, noted that the Board had no power to interfere under the existing law. It took more than six months before it was pointed out that the town reserves were meant for the use of the inhabitants of Hughenden. The camels, owned by Afghan aliens, who had no right as citizens of the town, could therefore be removed. It seemed that the Divisional Board acted on this suggestion, as there is no other information of further commotion after this.
SHEARERS’ STRIKE-1891

The dissatisfaction of the shearers over the employing by the pastoralists of non-union and Chinese labour and the determination of the pastoralists to maintain the right of employing whatever labour they desired, culminated in what was perhaps the biggest strike in Queensland’s history. It began on January 1, 1891.

Feelings ran high on both sides, and this coupled with various incidents, resulted in a military detachment from Townsville, under the leadership of Captain Johnston, being called in to help maintain law and order in the Hughenden Divisional Board area.

The Riot Act was read to a party of strikers, who attempted to stop the wool teams crossing the creek. Troops with fixed bayonets barred the way, and enabled the teams to cross over.

In 1894, the strike was renewed, and the following sheds were burned: Ayrshire Downs, Cambridge, Manuka, Redcliffe, and Dagworth, where shots were exchanged and a man killed. Consequently, the carrying of firearms was declared illegal throughout the district by Act of Parliament.

A tree on the banks of the Flinders River, bearing the inscription, “United we stand, divided we fall. ALF. THE STRIKE O CAMP 1891. W. Vincent”, marked the site of the shearing strike camp and stood as a reminder of this historical incident until it was destroyed by fire in 1944.

With the acceptance of unionism and the formation of what was to be the forerunner of the Arbitration Court, the dispute ended.

FLOOD-1917

The first day of January, 1917, saw the worst covered the north side of the river as far as the eye could see. Low-lying sections of the township on the southern side were also under water, including the Show Grounds and the adjacent Chinese gardens. It was from here that six Chinamen were rescued from the tops of their mango trees and the caretaker of the Show Grounds was assisted from off the top storey of the grandstand. Another man, Mr. Tuttle, who was a pig farmer, also required assistance. To reach these people, the boat was rowed over the top of the fence of the Shoe Grounds by Tom Male, Joe Sallatina, Alex MacKenzie, and a policeman, Max Rennicker.

Unfortunately, there were six people who lost their lives in this flood. On Torver Valley, the Jenkinson family were caught in the house which stood on 7ft, blocks. When the water rose 2ft. 6ins. in the house, all got on to the roof except Mr. and Mrs. J. E. Jenkinson and their infant daughter. They had no time to do so, the water rose so quickly. They were clinging to one another in the skillion. Suddenly the main part of the house left the blocks, leaving the skillion and the young couple and their baby were drowned in it.
The house continued its course with its panic-stricken passengers but when it had gone about two miles it struck a tree, into which all attempted to jump. The two girls and two boys succeeded, but Mr. And Mrs. John Jenkins, the parents, failed to secure a branch and were soon lost to view. The house lingered at the tree for a few seconds and then passed on. The children, James Francis (22), Arthur Henry (19), Ivy Elizabeth (15), and Lizzie (17), remained in the tree until 11 a.m. the next day when they were able to descend, but they were isolated on an island. They stayed there until the next day when Frank procured some telephone wire and swam with it to the other side of the creek, and so he and his brother helped their sisters to safety.

Mr. Ben Green and family who lived near Galah Creek decided to evacuate their home as they thought it was in danger from the flood. As they waded through the swirling waters, Myrtle Green, 9 years old, was swept away and drowned.

The flood on Fairlight was 22ft. above all previous records. The water swept the valley from wall to wall, taking a quarter of a mile of the basalt tableland with it. Thousands of trees were swept away and boulders weighing a ton were tossed around like pebbles. The water rose three feet in the Fairlight homestead and Mr. Thompson evacuated his family to half way up the basalt where they spent three nights.

As the water was up for a few days, the 50 to 60 people who were stranded on the north side of Hughenden were in desperate need of food. The police sergeant was reluctant to ask his men to risk their lives in crossing the river by boat, but a coloured man volunteered to ferry the food across. This was an extremely dangerous undertaking, as the water was flowing very swiftly. The boat was launched in Station Creek and as it came out into the river it swung into a half-circle. However, he was such a experienced boatman that he negotiated the crossing of the river successfully.

There was no communication with the north side of the river at this time as the telegraph poles, which were still standing, were swaying with the current and so contact could not be made by telephone.

An indication as to the amount of rain which fell can be given by quoting rainfalls at one property, Mt. Emu Station- 1032 points fell in 13 hours and 2287 in six days.

**TORNADO-1949**

At 3 p.m. on a Sunday in October, 1949, a tornado struck Hughenden, first hitting the town at the powerhouse and travelling in a wide belt to the river, from whence it moved on towards Torrens Creek, before losing its momentum. Striking without warning, the high wind-with a speed of about 60 miles an hour-brought with it impenetrable clouds of dust which completely blanketed the town. Visibility was negligible.

The wind, comparatively spared the main shopping centre of Brodie Street, with the exceptions of Hardy’s Cash and Carry Store and the Central and Shamrock Hotels. The
The roof of the store crashed into the interior of the building. Both hotels had their verandahs
smashed and the roofs were extensively damaged.

Twenty people were injured and four of these were detained in hospital. Mrs. Pearce
suffered concussion, shock and internal injuries when she was struck by flying iron. Mrs.
Morley was hit by a falling rafter and suffered concussion. Flying glass caused
lacerations to Joseph Nelson and W. Madden. When his roof collapsed, James Boyd
suffered lacerations and concussion. Thrown, and then dragged for half a mile by his
horse, which reared when the wind struck, W. Doherty had concussion, internal injuries
and shock, being rolled on by the terrified horse. W. Pitt was also thrown to the ground
by his horse at the height of the storm. Outstanding aftermath of the storm, which struck
Hughenden that afternoon was the rapid reaction of the townspeople. The blow lasted for
20 minutes, and it was no sooner over than the town’s population decided that restoration
was the pressing problem. So great and so spontaneous was the response of the citizens
working as volunteers, that the most important institution of the town, the hospital, had
the roof on the kitchen replaced by nightfall.

There was hardly a building in town which did not suffer some damage from the wind
and some were completely demolished. Four houses in Goldring, Resolution and
Hardwicke Streets were completely destroyed, the Hardwicke Street house having only
recently been constructed. The Royal Hotel was severely damaged and had its roof torn
off, the Church of England, an old wooden building, had been shifted about two feet off
its blocks, and thus necessitated complete rebuilding. A 30ft. length of timber believed to
have come from the Shamrock Hotel, crashed into the Primary Producers’ building,
through the fibrolite roof, smashing many interior fittings.

One of the worst features of the unwelcome visitation was the failure of electricity
reticulation. This was not due to any damage, which could have been caused to the
Hughenden Powerhouse, but to the havoc which had been wrought with the heavy D.C.
electric wires. It took about 10 days to restore power to the town and about seven days to
have the telephone system working again. A later break-down in the machinery at the
powerhouse was blamed on the infiltration of grit from the storm, into the working parts.

As well as the obvious damage to property, there were several minor inconveniences
which were experienced. Cars parked out in the open suffered, having paint work and
glass pitted from the grit blown at such terrific force. Fruit trees were uprooted and many
out-houses shifted from their positions. Golfers who had been playing on the exposed
golf links were lifted bodily off their feet.

The damage caused by this 60 mile per hour wind was set at approximately £30,000, but
the terror of the town’s inhabitants cannot be measured in pounds, shillings and pence,
and the memory of the havoc wrought in so short a space of time, remains fresh in the
minds of those who experienced the malevolent fury of the storm.
£100,000 FIRE- 1952

On December 6, 1952, the biggest fire in the history of the West was responsible for the destruction of a great part of the main shopping centres in Hughenden. Damage was estimated in excess of £100,000. The buildings destroyed were of timber construction and they burned fiercely. They comprised the Central Hotel and seven other premises. Places destroyed were: Central Hotel, at the corner of Gray and Brodie Streets; W. F. Stanley, agent and jeweller, facing Brodie Street; Coleman and Walsh, drapers and mercers; Franzmann’s Sports Depot and Newsagency; Hardy’s Cash and Carry Store; Herron, tailor; Smith’s chemist shop; C. Godstiver, agent; and one damaged extensively was Dr. Wilson’s surgery.

The fire broke out in Mr. Hardy’s store at 11.15 p.m. and quickly spread to adjoining premises. The heat from the fire was so intense that premises on the opposite side of Brodie Street were scorched despite the efforts of volunteers, who manned bucket brigades and concentrated on dashing water on to the fronts of those buildings.

In the early stages of the fire, willing workers assisted in carrying stock out of shops in the path of the flames and these goods were stacked in Brodie Street. However, a constant watch had to be kept on them, as several times, piles of goods burst into flames.

Those men engaged in saving the Post Office building opposite the Central Hotel from catching alight, had to stand with their backs to the building and direct the stream of water from the hoses up over and behind themselves to assist them to bear the intense heat. Despite the fact that small fires broke out in the Post Office yard and the premises of the Shire Council in Resolution Street, 200 yards away, these were quickly brought under control.

To add to the general havoc caused by the fire, there were numerous explosions caused by the fire, there were numerous explosions caused by the bursting of containers in the stores and from chemicals in Mr. Smith’s shop. Although the Hughenden Fire Brigade, under Mr. G. Corney, was quickly on the scene, the old dry nature of the buildings saw their destruction within 95 minutes. Although no lives were lost in this conflagration, the fire can only be described as disastrous and the scene the following morning was one of complete devastation.
PIioneer Residents Still Living

Mrs. Sarah Kingston

The Shire’s oldest living resident, Mrs. Sarah Kingston, was born Sarah Jane Green, on July 3, 1871, at Shropshire, England. In 1889, when she was nearly 18, she came to Australia with a brother, and worked for nine months on a property, Antill Plains, near Townsville. She then shifted to Hughenden, where she worked until she married John Kingston, a young man who had been born in Hampshire, England.

They took up a selection at North Hughenden, near Galah Creek, but it was two years before they were able to live on their land. Those years were spent in a tent while slack time only could be devoted to the fencing of the land, the provision of water, and eventually to the building of a house. Water was obtained on the land by digging a 40ft. well, fitted with windlass and bucket, which in later years was changed to a windmill. The original house consisted of two rooms with an earth floor, but as the family increased, a verandah was added for the children, and then later a bough shed and then a kitchen were constructed.

As John Kingston was a carrier, wool carter and tank sinker, he often had to travel great distances, and he had to go out further than Cloncurry on some occasions. This necessitated his being away from home a great deal, often for five months at a time. Fortunately for Mrs. Kingston, her parents and some of her brothers and sisters had arrived from England in 1891, and they took up a selection on the opposite side of Galah Creek, which helped to mitigate the intense loneliness of her life.

The growing of corn was a sideline for the family, but lack of rain did not make it a successful venture. Mrs. Kingston had seven children, and for this family she sewed clothes by hand, churned her own butter and baked her own bread from stocks of flour bought in 200lb. Bag lots.

She has now 124 living descendants—five children, 27 grandchildren, 91 great grandchildren and one great-great grandchild. Although blind and partially deaf, this 92-year-old lady has a remarkable memory and is an interesting conversationalist, and many are the stories she can tell about life and events in the Nineties.

Jim Wyatt

Jim Wyatt was one of a family of three children and was born on April 2, 1881. In his childhood days, his father was the proprietor of the horseshoe Bend Hotel, which was a changing place for horses on the Cobb and Co. mail coach run to Muttaburra. He is the oldest born resident of this district.

He attended the Hughenden State School before the turn of the century and then was a pupil of the Central State School at Townsville. On returning to Hughenden, he took his first job as spare boy to bullocky. He worked for 12 months for a butcher in Townsville,
but his inherent love of horses and the West ensured that he would return to Hughenden to the vocation that was to be his interest and livelihood for a great many years.

Jim was a teamster, working both horses and bullocks in his time, carting wool and rations. He spent some time working with a boring contractor and he carted water for Mr. A. J. V. Hannay who sank many bores in this country. He has worked on Cambridge and Vindex Stations and at present is caretaking on Ballindalloch Station.

In 1902, he married and had three daughters and one son. Still more active than many men of half his age, his tales of the early days, drawn from his phenomenal memory, make for interesting listening.
HISTORY OF DISTRICT PLACE NAMES

PASTORAL HOLDINGS

MT. EMU PLAINS: Named by the pioneers, after Mount Emu in the Western district of Victoria, from whence they came.
COMPTON and CHARLOTTE PLAINS: Are Anning names.
MOUNT STURGEON: After the mountain in the western district of Victoria.
CARGOON: A native name given to the holding by the late Mr. James Givson when he took up the run.
BLANTYRE: A name given by the surveyors, of Scottish origin.
GLENDOWER: A name given to the country above Hughenden which is a glen, by Mr. Robert Gray, the pioneer.
REDCLIFFE: A name given by John Lukeman to the holding, close to Hughenden, because of a red bluff visible on the range from where he made his first camp in 1872.
CAMERON DOWNS: A name given by Robert Christison when he occupied the country in 1872.
AFTON DOWNS: Afton, an English name adopted by the first occupant of the country, Mr. McDonald.
MARATHON: A Greek name adopted by a Mr. Sheaffe, who was associated with pioneers, and brother of Roger Sheaffe, a one time M.L.A. (Queensland).
STAMFORD: Named after the adjoining pastoral land, Stamfordham, originally part of Katandra.
WARRIANA: Native name of the creek adjacent. Two creeks- one Stony Warriana and the other Western Warriana- both tributaries of Walker’s Creek.
ALBA: A name given to the white wool, scoured there.
BALLINDALLOCH: The home town in Scotland of Mr. James Smith of Renfrew Park, adjoining Ballindalloch, near Hughenden.
BOREE: This is “pidgin” aboriginal for the timber growing adjacent.
DUNLUCE: The home property in North of Ireland of Stewart Moore, who owned the property adjoining.
TANGORIN: A pseudo-Irish aboriginal name chosen.

ORIGIN OF PLACE NAMES

(in existence uring early part of the century. Latter day names are not included)

COUNTIES.-

CHUDLEIGH: An Old Country name adopted by William Anning, who first occupied the country 100 miles north og Hughenden.
WONGALEE: A name adopted by Charles Gray, who took up the run 20 miles north of Hughenden.
DUTTON: Cambridge Creek was named by Walker, the explorer, 1861-62. The Dutton River-after a southern squatting family.
PARISHES -

TERRICKS: Adopted by the Annings after the Terricks of the London River, Victoria. The Annings came from near there when they journeyed north.

CHUDLEIGH: Adopted by William Anning.

EDWARDS: Mr. Edwards was a brother-in-law of the Annings and lived on Mt. Sturgeon.

GLENLOTH: Named by Henry Magnay (afterwards Sir Henry Magnay) who first occupied the country.

STAWELL: This name was given in many places by Walker on his 1861-62 expedition, after Chief Justice Stawell of Victoria. Walker named what is now known as Charcoal Creek, the Stawell River. It joins the Flinders from the north, near Richmond, and is considerable tributary.

KERR: Mr. Kerr was the manager of Bowen Downs in 1866.

LANDSBOROUGH: After W. Landsborough, the explorer.

ROLAND: Likely named after Roland Edkins, a pioneer.

MINGEBURRA: A native name of the locality between Lammermoor and Cameron Downs.

BARENYA: Native name of the waterhole in the Landsborough River and given by William Dennis to the country thereabout.

ENSAY: The name given by James Coxen to his run.

ROCKWOOD: Adopted by the Roarkes, father and son, when they occupied the Landsborough River country in the sixties.

STENHOUSE: Mr. Stenhouse was a pioneer. Stenhouse and Gill held Christmas Creek, on the Burdekin, in the early years.

DARNLEY, DINORWICK, DINALBIN: Are English names given by the surveyor to blocks of country to the north of Richmond, between the Dutton and Stawell Rivers.

STRATHTAY, CRACKNELL, CLYDE PARK, WISHAW: Are names adopted by James Thompson and given to blocks of country held by him. Likely Scottish names of his home localities.


PORCUPINE: Given to the country north of Hughenden because Spinifex grew on part of the land.

APLIN: After the late William Aplin, M.L.C., an early merchant of Townsville.

THOMPSON: After James Thompson of Mount Emu.

CURRIE: Mr. J. L. Currie of Victoria, owned Telemont from 1876 to 1892

SENTINEL: Was a name given by Walker to a hill near Hughenden.

BEDDOE: Originally a Dr. Beddoe held interest in Lammermoor. He was a brother-in-law of Robert and Thos. Christison.

NOMENCLATURE OF STREETS

BRODIE STREET: Named after Mr. John Brodie, one time owner of properties in the district.

BYERS STREET: Named after J. J. Byers, a Land Commissioner of the district.

COMYN STREET: Named after an early-day doctor.
FLINDERS STREET: Named after the river.
FLYNN STREET: Named after Charlie Flynn, one-time blacksmith of the town.
GOLDRING STREET: Named after Mr. Louis Goldring, a pioneer merchant and first Mayore of Hughenden.
GRAY STREET: Named after Mr. Robert Gray, at the time owner of Hughenden Station.
HARDWICKE STREET: Named after Mr. Harry Hardwicke, the “Father of Hughenden”, businessman and councillor.
MOWBRAY STREET: Named after Mobray Gray, at one time owner of Wongalee.
MORAN STREET: Named after Mr. Moran, who was a Police Magistrate in 1886.
McLAREN STREET: Named after a line repairer of the first telegraph construction to Hughenden, who later became prominent businessman and Mayor of Hughenden.
STANSFIELD STREET: Named after Mr. Herbert Stansfield, one of the early managers of Hughenden Station.
UHR STREET: Named after Mr. Reginald Uhr, first resident Police Magistrate.
VOSS STREET: Named after Walter Voss, who owned Wongalee at one time.
THESE HAVE HELPED

The Hughenden and District Centenary Celebrations Committee wishes to thank the following persons and firms who, through their generous donations and material assistance, have contributed to the publication of this brochure and to the success of the Centenary Celebrations as a whole.

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Stewarts and Lloyds, 56 Perkins Street, Townsville.

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Townsville Harbour Board, P.O. Box 431, Townsville.

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Dalgety and N.Z.L. Co., Gray Street, Hughenden.

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Austral Motors, Flinders Street, Townsville.

Peters Arctic Delicacy Co., Ingham Road, Townsville.

North Australian Cement, Stuart Works, Townsville.

Olympia Theatre, Brodie Street, Hughenden.

Bank of New South Wales, Brodie Street, Hughenden.

Queensland Meat Export Co., Ross River Road, Townsville.

Commonwealth Trading Bank, Gray Street, Hughenden.

Primaries, Brodie Street, Hughenden.

Shardlow and Sons, Gray Street, Hughenden.

Hughenden Agencies, Brodie Street, Hughenden.

Collocott and Cairns, Moran Street, Hughenden.

White Swan Cafe, Brodie Street, Hughenden.

E. J. Large and Co., Stansfield Street, Hughenden.

North Western Motors, Stansfield Street, Hughenden.

A.T.C.O., Stansfield Street, Hughenden.

Flinders Hotels, Brodie Street, Hughenden.

Grand Hotel, Cnr. Gray and Stansfield Streets, Hughenden.

Caltex Oil, C/- Mr. F. Blakey, Hughenden.

National Bank of Australia Ltd., Brodie Street, Hughenden.

Trans-Australia Airlines, Flinders Street, Townsville.

Townsville Regional Electricity Board, 21 Stokes Street, Townsville.

Hughenden Stores, Brodie Street, Hughenden.

Mr. P. Smith, Brodie Street, Hughenden.

Poole Bros., Moran Street, Hughenden.

Coleman and Walsh, Brodie Street, Hughenden.

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