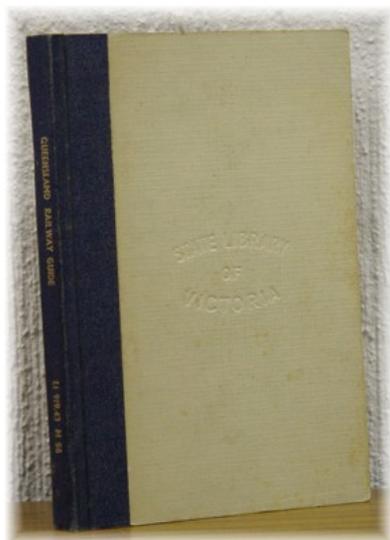




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QUEENSLAND
RAILWAY & TOURISTS' GUIDE,

COMPILED UNDER INSTRUCTIONS FROM THE

QUEENSLAND RAILWAY COMMISSIONERS,

By A. MESTON.

WITH MAP AND 22 ILLUSTRATIONS.

CONCISE HISTORY OF THE
COLONY, AND COMPLETE DESCRIPTION OF ALL
COUNTRY TRAVERSED BY THE RAILWAY LINES, WITH INTERESTING
EXTRA INFORMATION FOR TOURISTS, TRAVELLERS,
AND ALL OTHER CLASSES.

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IPSWICH.

IN a manuscript report by Allan Cunningham, the botanist, to Governor Darling in 1828, there is the following passage:—
“In the year 1827, Capt. Logan of the 57th Regiment, then Commandant of Moreton Bay, in tracing the Bremer from its junction with the Brisbane, discovered at 10 miles from that point the calcareous hummocks on its right hand now named the “Limestone Hills.” Landing, he was much struck with the singular appearance of the lofty *Xanthorrhæa*, or grass tree, which abounds on the open flats, low hills, and forest grounds, at this particular spot, and which the commandant had not inaptly compared to beehives on stools. Some months after this discovery a lime kiln was built, and a party of convicts, consisting of an overseer (acquainted with sapping and mining) and five men, were stationed at these hills to commence lime burning.”

This is the first appearance of Ipswich on the page of human history. Capt. Logan was afterwards killed by the blacks at Logan’s Creek, 17 miles up the Mount Esk line.

Ipswich of the present day is a large town of over 10,000 people, the centre of an extensive and important agricultural district, and the chief coal mine industry of the Colony. It is situated on the Bremer River, a tributary of the Brisbane, 24 miles by rail from Brisbane, and 50 by water. At one time it competed with the present metropolis for premier position. In 1846 the population of Brisbane was 829, Ipswich, 103. In 1856 Brisbane rose to 2395, and Ipswich to 2459. In 1864 the municipal revenue of Brisbane was £5000; Ipswich, £3000. Ipswich was the depôt for all the squatters of the West. The Ipswich Club was one of the best in Australia. The press began with the *North Australian*, on October 2nd, 1855, and the *Herald* on July 4th, 1852. The town was incorporated on March 3rd, 1860, and the Supreme Court opened the same year on February 6th. The first land was sold at Brisbane on October 11th, 1843. The year 1845 was distinguished by a great flood. The railway from there to Grandchester was opened on July 31st, 1865—the first railway in Queensland. The first sod

TOOWOOMBA TO WARWICK.

(Line opened 8th January, 1871.)

SEVEN miles beyond Toowoomba, the line to Warwick and Wallangarra leaves the Western line at Gowrie Junction. Gowrie is the Toowoomba blacks name for a "big scrub," a little scrub being called "Dooree." It is situated in a lovely apple tree valley, along which the train passes out on to open undulating flat ridges, a scrub covered range on the right, and farms on the hill sides cut out of the scrub in squares, neat cottages and green cultivation diversifying the dark primeval vegetation. Across ridges and flat valleys, dwarf box gums ("bitteen" of the blacks) and the flat-topped Gowrie mountain on the right, then open plains stretching to where they curve into low hills, followed by apple tree flats on both sides, red volcanic soil superseding the black soil of Toowoomba.

The next station after passing Charlton, Wellcamp, and Westbrook, is "Cambooya," the native name of a small subaqueous tuber growing in the waterholes. It is a station 24 miles from Toowoomba, and one of the coldest spots on the Downs, on an open plain stretching away on both sides to low hills. In July, 1889, the temperature fell to 15°. About two miles away, at the foot of one of these hills on the left, you see Eton Vale head station, taken up by Arthur Hodgson and first stocked in 1841. On this station the first white man (John Manuel) was killed by the Darling Downs blacks. He came galloping home with a spear driven through his back.

From Cambooya, you travel across open black soil plains bounded by low hills, and thence up a beautiful long narrow treeless valley, gradually converging to a point in low hills, and crossing the apex of this valley you arrive at Greenmount, a wayside station in an open forest of drooping apple trees. Backward along the railway line is a charming view down the narrow valley. Behind the station house rises a straight-topped hill, about 200 feet high, covered by dwarf apple tree.

In six miles more, through open level country of silver ironbark, box gum, and apple tree, we arrive at a little wayside station called "Nobby," on the edge of a magnificent plain, stretching away ahead for miles. Two miles more and the engine stops to water at King's Creek, in the centre of a glorious plain lying in a vast amphitheatre of hills, a splendid expanse of rich agricultural country, through which a narrow permanent stream wanders from its source in the hills far away across the plain to the left. This station is named after the owner of the run which includes the plain.

MARYBOROUGH TO BUNDABERG AND MOUNT PERRY.

THERE is no more dreary and uninteresting country traversed by any Queensland railway than that between Maryborough and Bundaberg. The starting point at Maryborough is 26 miles from the sea, and it ends at Bundaberg, 9 miles from the coast. The line therefore runs parallel with the sea for the whole distance, crossing the Burrum, Isis, Gregory, and Elliott Rivers. The total distance is 54 miles. Leaving Maryborough the line passes through poor soil, level open forest of bloodwood, blue gum, forest oak, grey gum, and patches of tea-tree, past Torbanlea, named after Torbanlea in Scotland, a coal mine centre, with a church, public school, two hotels, and about 40 houses. Two miles more, across similar country, and the train stops at "Burrum," after the river of that name, the "Coolboor" of the blacks. This was once a coal mine centre, the scene of the first discovery of coal on January 21st, 1865, on land belonging to the late Hon. W. H. Walsh. From Maryborough to Bundaberg you are passing across part of a belt of coal measure country, extending from Laguna Bay in the south, a few miles beyond Baffle Creek in the north, about 150 miles long and 30 in width. The Burrum, where the line crosses is a deep stream about 50 yards wide, with high steep banks. Thence on through forest oaks (casuarinas) bloodwood, and gums to "Howard," a small township created by adjoining coal mines, producing large quantities of first class coal. Here are two hotels, public school, a church, and the office of the Isis Divisional Board. Thence on across poor soil, through wattles, gums, oaks, and bloodwood, over the Isis River, here only a small creek, to the Isis Junction, on dead level clay soil, surrounded by stunted trees and underbrush. Here a branch line turns off the left for 12 miles, and after passing across more or less worthless country timbered by ironbark, blue gum, stringy bark, wattle, oaks, bloodwood, and turpentine, for eight miles, enters the famous Isis Scrub, a dense fig-tree scrub covering about 30 square miles of high, dry, rich, red soil, exactly the same as the Wongarra Scrub near Bundaberg. The whole of this valuable country is selected and much of it occupied by prosperous farmers. The train stops at Childers, the present terminus, on the crest of a low ridge, forming one of the undulations in the general contour of the scrub

MACKAY RAILWAY.

MACKAY is a township on the Pioneer River, 625 miles north along the coast from Brisbane, in latitude 21.9 south and longitude 149.13 east. Off the mouth of the river lie two islands, "Round Top" and "Flat Top," a mile apart. On Flat Top, beside which all large coasting steamers anchor, is a lighthouse, with a red and white light, in a tower 32 feet high and 174 feet above high water. This light is visible 19 miles. The mouth of the river is one and a half mile S.W. of Flat Top in a curve of the sandy beach. This river is only navigable for vessels drawing 11 feet of water. The tide on the bar rises from 12 to 16 feet, and 10 to 12 feet at the town, which is four miles from the bar. Passengers by the large steamers are landed in a comfortable steam tender which receives them at the anchorage at Flat Top.

Mackay stands on the south bank of the river, four miles from the mouth, and about a mile from the sea beach. The origin of the name and the settlement itself must necessarily be interesting, like the name and origin of all other towns.

On January 16th, 1860, a party of men going to Queensland in search of new pastoral country, started from Armidale in New England. The party included John Mackay, John McCrossin, Hamilton Robinson, Andrew Murray, John Muldoon, D. Cameron, John Barber, and a blackboy named "Duke," with 28 horses and all necessary outfit. They travelled by way of Tenterfield, Warwick, Dalby, and Gayndah to Rockhampton, where they arrived on the 2nd of March. On the 24th of May, 1860, Mackay, Barber, and McCrossin stood on the sand beach at the mouth of the Pioneer River, after an eventful journey overland from Rockhampton. In the following year Mackay returned with 1200 head of stock, and men and plant necessary to start a station. He selected a site for

HINCHINBROOK PASSAGE.

DUNGENESS stands at the mouth of the Herbert River, opposite the end of Hinchinbrook Island, a few houses on a lonely sandspit, the river on one side, a mangrove marsh on the other, dark and dismal as melancholy Mariana's "glooming flats." Landward, a vast expanse of level forest stretches away to the foot of a majestic range of rugged hills, and eastward rolls the eternal ocean—

"With the ships like sheeted spectres
Fading down the distant sea."

Across the river entrance, half a mile away, is the south end of Hinchinbrook Island, and the entrance to the channel between the island and the mainland. You have here the Pacific on the right, the tall coast range on the left, and in front the towering peaks of Hinchinbrook—

"Height on height stupendous hurled—
Like the pillars of the skies—
Like the ramparts of the world."

We pass round beneath the shadow of Mts. Straloch and Diamantina, 3,100 ft. above us, into Rockingham Channel, a wide river-like expanse of water, 31 miles long and half a mile to two miles wide, the old town of Cardwell at the opposite end on the shores of Rockingham Bay. This channel appears as if an ancient valley, through which the sea rolled its intrusive waves, while the gigantic ranges stood sentinel on either side. Then were the old secluded ravines "searched by the sweeping wave, and dolphins gambolled in the lion's den." Along this beautiful river glides the aggressive steamer, the waves breaking on the white sand beach, or lifting the overhanging shrubs in graceful undulations. The dread crocodile peers



BARRON FALLS IN DRY SEASON. HEIGHT, 700 FEET.

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- **Adobe Reader v6** has only a “Search” tool (not a tool labelled “Find”). HOWEVER — what is called “Search” is the same as the tool that used to be called “Find” Our CDs (that are searchable) work with the *SEARCH* tool

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- enter the MINIMUM number of characters needed to bring up the search results required.
- use Adobe Reader 6 to do some trial searches to try to identify the characters that may be misread. These can show up in the extra text in the search results list (Adobe 6 only). A few minutes trial will help you to avoid using characters that are more prone to being misread, e.g. try entering “rederi” if you want “Frederick”, but find that the letters “F” “c” and “k” are sometimes misread.
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- use the “Match case” option to eliminate all the occupations “smith” if you only want the name “Smith”.
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 - › look for others who lived in the same place or street
 - › who was the postmaster or police officer in the town?
 - › how often and at what time did the coach arrive in town?
 - › what churches were there and what time were services held?
 - › what other activities were there in the community?
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