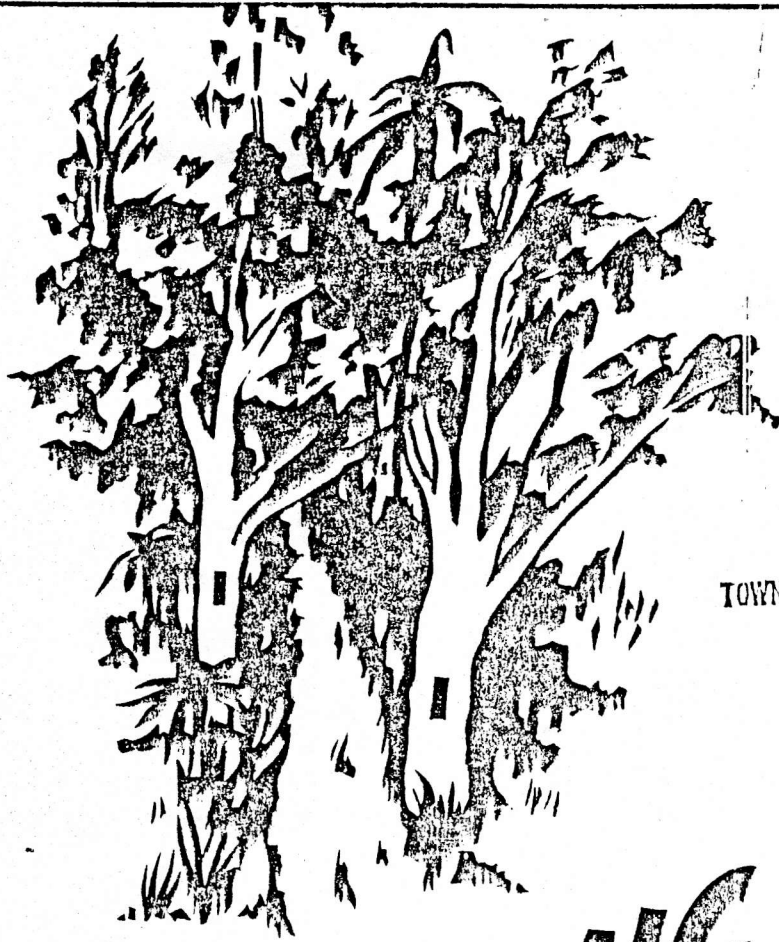


2ND. ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT



TOWNSVILLE N.F.C. BUSHWALKERS

**"FOLLOWING THE
BLAZED PATHS.."**

CAPT. BURLA. R.

FOREWORD

In the mountains around Ingham there are a series of old tracks which in years gone by have provided access to the hinterland. These old paths wind their way through jungle, forests and along mountain spurs. In many places they have literally been carved out of the mountain side. They are identified mainly by a regular tree blaze. These blazes guided many a pioneer and miner to his lonely homestead and mine. These tracks were the lifeline over which supplies and the necessities of life and the riches of their toil were carried.

With the event of roads and motor vehicles, these tracks fell into disuse and now lay almost forgotten, resting beneath their jungle and bush canopy. A silent tribute to the courage and fortitude of the old time packer and carrier.

These tracks still serve good use and have over recent years provided the background for many an interesting jungle navigation exercise. The retracing of these tracks have provided members of the Ingham Detachment 2 Royal Queensland Regiment with many a practical lesson in the use of a compass, map reading and bushcraft. More so, it has provided them with invaluable experience in living and ability to move through scrub.

There is a spirit of romance and adventure surrounding these blazed tracks. Many a relic remains almost forgotten beside the track - a mute testimonial to the memory of the pioneers.

In following the Blazed Paths, we have endeavoured to follow something of the history of these heroic band of men who first blazed or trod on the paths, and in this respect we are particularly indebted to Mr. R. Shepherd, whose articles provide the basis of this story.

THE TRACKS

- DALRYMPLE TRACK - connected Cardwell with the Valley of Lagoons - Blazed by G.E. Dalrymple, crossed the Herbert River at Herbert Vale, near Abergowrie.
- JACOBSON'S TRACK - This track provided access to Ingham from the mining town of Ewan. It passed near Mount Jacobson to Hidden Valley. This was the earliest of the Mount Spec tracks and the one most used.
- BULLOCKY TOM'S TRACK Blazed by Bullocky Tom (Andrews), it connected Mt. Spec with the coast, and followed southern slopes of Mt. Leach.
- FOXLEE'S TRACK This also connected Mt. Spec with Mutarnee but followed the northern slopes of Mt. Leach.
- BAMBAROO TRACK Connected Benham's track near Shay's House with Bambaroo.
- BENHAM'S TRACK Benham's Track connected Hidden Valley with the coast. It passed near Mt. Spec and on to Cloudy Clearing (Paluma). Connection was made to the coast at Moongobulla.
- FANNING'S TRACK This track operated from Ingham, through Stone River to the Mount Fox tin mines. Built during the 1880's by Mr. W. Fanning.
- GILLIS'S TRACK Provided access from the Star River Basin to Hidden Valley, where it connected with either Benham's or Jacobson's to the coast.
- ATKINSON'S TRACK Provided alternate access to Mt. Fox. The Track was located near the present road, but was rarely used, owing to its steepness.

FOLLOWING THE BLAZED PATHS.

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INGHAM DETACHMENT

"DALRYMPLES TRACK."

The history of the founding of the Dalrymple Track and a brief outline of its development, providing:

Historical Background to Exercise
OPERATION DALRYMPLE.

PART 1 - THE TREK

George Elphinstone Dalrymple was in his 37th year when, with his partner, Arthur Jervoise Scott, he led the expedition to establish the new port on Rockingham Bay. He was at his peak - a man of great ability, natural resource and of tremendous physical endurance. Dalrymple was one of the giants of the early Queensland scene. His life encompassed almost incredible experience and he left his mark in many parts of this State.

Born in 1826, he was the 10th son of an English landed gentry family. With at least 10 sons to provide for, his father, Sir Robert Dalrymple, could offer George little prospects in England and as with the case of thousands of other young Englishmen of good family but no prospects of inheritance, the colonies were the obvious choice. From his comments, it is obvious that he knew and had travelled in Ceylon, the Dutch East Indies and the Pacific Islands in his youth.

Dalrymple came to Australia as Aide-de-Camp to His Excellency Sir George Gipps, Governor of New South Wales. From then on his whole life was to be caught up in the future of the Colonies, particularly the Northern portion of what became the Colony of Queensland. Dalrymple plunged into Colony life wholeheartedly soon after his arrival with the Governor. Initially he became a partner with Sir Arthur Hodgson in squatting ventures in the Moreton district.

He was caught up in the political life of the Colony and sat in the New South Wales Legislative Assembly before the separation of Queensland as a colonial entity, and in 1859 with Separation became first Speaker of the Queensland Legislative Assembly. He was then 33 years of age.

With Separation and despite his political duties, Dalrymple launched out as an explorer. During 1859 he added greatly to the knowledge of the Northern areas opened by Leichhardt, Mitchell, Kennedy and Gregory. Two years later, under commission from the first Governor of Queensland, Sir George Bowen, he led the expedition which established the Port Denison settlement.

With the Scott Brothers, newly arrived from Scotland, he took up Valley of Lagoons Station, and in 1862 he had penetrated from Valley of Lagoons to the "Western" coast ranges - to look down to the rich valley he was soon to cross and on to the sea.

Dalrymple was the logical choice as leader of the Port Hinchinbrook party. Establishment of the port was only part of his commission - the easier part. As soon as the expedition became reasonably settled, Dalrymple began his search for a

route to the interior - to Valley of Lagoons.

The expedition had reached Rockingham Bay on the evening of January 12th, 1864, and had spent the next fortnight in the selection of a town site. With the site selected, Land Commissioner Tully surveyed a few selections of the proposed town, and by February 8th, the party had erected a small iron store and a temporary tent of saplings and iron, in addition to the individual tent quarters.

On that date, Arthur Scott reported to Sir George Bowen:

"I believe this will prove to be the best harbour in Queensland, and the 'Great Eastern' herself could lie off Hecate Point, or any part of Fort Hinchinbrook, the deep water in which extends for several miles to the southward".

At the beginning of February, Dalrymple and Lieutenant Marlow spent four days in exploring the road site to the interior. They discovered a gap and pushed through to the top of the Range. Dalrymple and Marlow cut their way to the summit of the Range on February 4th through the "densest vine and thorn jungle" he had ever seen - thicker than anything he had encountered in Ceylon, the Indies or the Pacific Islands. He and Marlow had their clothing cut to ribbons and their bodies torn and lacerated.

Dalrymple reported his discovery of the Gap with jubilation, and on February 10th, he took Scott to the Gap - following an aboriginal track for part of the way across swamps and mangrove. They decided the Gap offered the logical choice as a starting out place and an "excellent road" was built from the new settlement to the foot of the Range.

On either February 11th or 12th, Dalrymple had pushed on through the Range to such an extent that once again he was looking down on the broad valley he had seen in 1862 from the hinterland range.

On one of those days, the winding twisting river below him was named Herbert after the then Colonial Secretary and later Premier of Queensland, Sir Robert Herbert.

By February 15th, Dalrymple was prepared to leave the area of the Settlement and the Range - with Valley of Lagoons his objective. He left the settlement accompanied by two Europeans and two aborigines. They took five riding horses, four spare and pack horses, rations for 14 days, arms and supplies.

Over the Range, their route lay 15 miles along the base of the Mount Leach chain - the swamps hemming them in on the left and in his own words "encumbering the whole country on the west side of the river". The swamps gave way to extensive

rolling plains with grasses as high as the saddle bows. Dalrymple said the soil was the richest chocolate coloured loam he had seen in Queensland . The plains extended on both sides of the River Herbert , the banks of which, he reported, showed 30 or 40 feet of pure mould cut into by the stream. Dalrymple and his party were making now through the country above what now is Hawkins Creek towards what now is Abergowrie. When they reached the river they found it broad, rapid and deep after rain on the Tableland beyond.

In the actual crossing the little group was close to disaster. Dalrymple entered the river first - followed by Cocky, one of the aborigines. In midstream, their horses were caught by the current and rolled over. Dalrymple swam across and Cocky regained the north bank where he set about assisting the othermembers of the party to cross.

On the opposite bank, wet, alone and unarmed, Dalrymple suddenly was aware of being watched. He turned to find himself confronted with a tribe of armed naked natives. Their gestures were menacing, but Dalrymple stood his ground. He was obviously the first white-skinned person the tribe had seen, and this, and his confidently standing up to them saved his life. As the other members of the party reached the southbank, the natives drifted back into the trees and grass. Regrouped, the party rode on.

Dalrymple and his group made three separate attempts to cross from the valley over the main Coast Range to the Tableland beyond. Finally, they found a spur about 20 miles north-north-west from the Gap in the Rockingham Bay Range.

This is Dalrymple's own description to Sir George Bowen:

"That portion of the Main Coast Range which we ascended has a line of perfectly open, bald grassy summits for about two miles, descending steep, scrubby and broken into the Vale of Herbert - that river winding far below, like a silver snake, out of the gorges of its upland birthplace, through mountain-flanked rich woodlands and plains.

"Further to the eastward, it spreads out into the dim distant level seaboard of Halifax Bay with its faint blue lines of ocean dotted with the hilly outlines of the Palm Islands far to the seaward, all softened and mellowed by the gauzelike summer heat haze of the declining day, the setting sunbeams shining deep purple on the distant crenelated peaks of Hinchinbrook, and the chains of mountains north and south..

"Most grand and lovely in its scenery is this Vale of Herbert. Mountains, peaks, cliffs, waterfalls, forests and what is seldom met with in Australian scenery, 7

the clear waters of the broad, running river adding life, light and beauty to the whole".

On the first day on the Tableland, Dalrymple and his party made 20 miles, and on March 1st - exactly 14 days out from Port Hinchinbrook - reached Valley of Lagoons.

Return trek to the port was begun on March 8th. Dalrymple was accompanied by Henry Stone - over whom the Valley was to exercise great influence - and others from the station, in addition to the original party.

On his return, Dalrymple led a group of 12 Europeans, and four native boys. They took three bullock drays and 61 working bullocks. They drove 63 fat cattle for the settlement and 18 horses. Their task was to build the road as they went. Dalrymple determined on a more direct route than that which he had followed on his way to Valley of Lagoons. Their cumbersome drays and their stock moved on steadily as the new road was opened, and on March 15th, Dalrymple was back at the crest of the coast range.

There the party had to camp for three weeks- completely disrupting their supply schedules- with the Herbert in high flood. As the river dropped, the drays were brought down to the plains and eventually a crossing could be attempted. Two drays were whipped over by the force of the water and six men who could not swim narrowly escaped drowning. Dalrymple and the rest of the party stripped to drive the spare horses, bullocks and the fat cattle before them.

The party worked on into the western side of the gorge running up to the saddle of the gap between Mount Leach and Mount Arthur Scott. Dalrymple and his party now were desperately short of food. For nearly a month they had lived on beef and water. Tea, sugar, flour, salt and tobacco had been used or lost in the dray capsizes. They were only a few miles from the settlement but relief was essential.

DALRYMPLE'S TRACK

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PART 2

Dalrymple and his party now were six weeks out from Valley of Lagoons. Although only a short distance from the new settlement, it was obvious that they could not complete the dray road alone. The gorge leading to the Gap was heavily timbered. Sides of the mountains were steep and the road had to be literally hacked out for a considerable distance. Creeks and gullies had to be filled with small stones and boulders to permit the passage of the drays.

Effect of the beef and water diet was beginning to tell also on the men.

Dalrymple was aware also that the fat cattle from Valley of Lagoons would be required urgently to supplement supplies at the new settlement. He concentrated the efforts of his party then on the cutting of a bridle path through to the Gap and with three Europeans and two native boys pushed on driving 26 head of cattle.

Dalrymple took his men and the cattle into Port Hinchinbrook on Sunday, April 24th. There was great jubilation on both sides. Neither group had heard of the other for two months. Those at the Port had feared that the expedition might never have reached Valley of Lagoons - might have fallen victim to the tribes or to the flooded rivers and creeks. Dalrymple in turn, had been concerned for the safety of the settlers for there were many tribes in the Port Hinchinbrook area whose members had viewed the arrival of the settlement expedition with a marked lack of enthusiasm.

He and Scott had realised that to establish occupancy in a tribal area was tantamount to a declaration of war.

In Dalrymple's absence more settlers had come to Port Hinchinbrook and the settlement had over 50 residents and more than 20 "houses".

He arranged for supplies for the balance of his party on the other side of the Range, then called a meeting of the residents. He told them that with their assistance a road could be opened from the port to the interior. Without their assistance he would have to abandon the project for the time being. Twenty-six men - half the population - immediately volunteered to assist.

Camp was made at the Gap and under his direction a road was cut through to the Valley of Lagoons party on the Herbert side of the range. The drays were brought through to the settlement in safety. Loading of stores and materials shipped from Bowen for Valley of Lagoons began immediately and within a few days, the drays were returning - carrying a two ton load. Spare hands from the settlement rode with the returning drays to further clear the road and improve traffic.

Dalrymple thus had established traffic to and from the new port within four months of its establishment. He had led his men through dense range jungle, through unmapped country, over flooded rivers. He had encountered savage natives, and come through unscathed. He had selected a road route as he went, and built a road as he returned. He had landed at Rockingham Bay on January 12th and by the end of April he had linked the port with Valley of Lagoons by trafficable road.

In doing so, he had thrown open the Valley of the Herbert.

After his expedition, Dalrymple reported:

"The scrubs of the ranges and rich alluvial flats of the Vale of the Herbert and the valleys penetrating the coast range are undoubtedly the best suited for the growth of sugar, cotton and coffee in Queensland."

Within only a few short years his recommendations had been acted on and sugar-cane and cotton were growing in the Valley.

From Port Hinchinbrook, Dalrymple returned to Brisbane and once again entered the political life of the new Colony. His great ability was fully recognized and in 1866 he became Colonial Secretary in Sir Robert Herbert's second Ministry.

The year 1873, however, provided his greatest achievements. He was chosen to lead the expedition to establish the port of Cooktown on the Endeavour River as an outlet for the new and fabulously rich Palmer Goldfield.

Thousands of people from all parts of Australia and many parts of the world clamoured to reach the field. Dalrymple felt the responsibility for making possible one of the most exciting and most colourful of all the world's gold rushes. He established the port which was to become briefly one of the most important and biggest on the continent.

Later that year, he led the party which explored and named the Johnstone, Russel, Mulgrave and Daintree Rivers.

The Johnstone River he named for a member of his party, Sub-Inspector Robert Johnstone of the Native Police, then stationed in the Herbert River area.

Dalrymple strongly recommended the Johnstone area for sugar cultivation and reported that it had 300,000 acres of virgin land of first-class quality.

However, though still a comparatively young man he was near his end. Appointed in 1874 as Government Resident at Somerset near Cape York, he did not hold office long. He contracted virulent fever and on January 22nd, 1876, he died at sea on his way south. He was five months short of his 50th birthday - and Queensland had lost one of its first great men.

Great hopes were held for the settlement which Dalrymple and Scott had founded on Rockingham Bay. Within 18 months of its establishment, the Governor, Sir George Bowen, was able to see it as "the capital of the new Colony, which probably at no distant period, will be forged out of the northern districts of the existing colony of Queensland".

His Excellency reported to the Colonial Office in London that by

mid-1865 the new settlement had been proclaimed a port of entry and clearance and that a Police Magistrate and Sub-Collector of Customs had been appointed.

He said that the harbour was one of the best on the eastern coast of Australia, and it would at once become the outlet for the pastoral settlements which had overspread the Northern portions of the Kennedy district, the Cook and Burke districts and the Lynd River.

Sir George Bowen was fascinated by the tide of colonisation which was sweeping across the great area over which he was Governor.

In one of his reports to the Colonial Office, Sir George Bowen showed his feelings on the position.

"It will be seen" he said, "that as in all other instances of colonisation among savage races, occasional loss of life is inevitable among the first new settlers in each district of Queensland.

"But this very fact lends to the efforts of our pastoral adventurers a tinge of danger which is, of itself, fascinating to many minds. There is something almost sublime in the steady, silent flow of pastoral settlement over North-eastern Australia".

Speaking of Port Hinchinbrook he said it was expected that its progress would be still more rapid than that at Port Denison.

It was confidently believed by many persons, he said, that the Rockingham Bay settlement, from its excellent harbour, from its central position and from the vast and rich back country, would one day become the capital of a new Colony.

However, the "trading post" activity of Sir Robert Towns on Cleveland Bay and the proclamation of the settlement there in 1865 also, wrote finis to the grandiose hopes of Cardwell's future.

Meanwhile, in the same year - 1865 - the Valley of Lagoons proprietors had put underway the establishment of Vale of Herbert Station - as a half-way house.

With the building of Herbert Vale Station (on the present site of Groundwater's Farm) the first settlement of the Herbert River valley had been accomplished.

ARMY EXERCISE HAD HISTORIC INTEREST

An Army exercise which followed explorations of early pioneers has just been successfully completed. As part of the State Centenary Year Celebrations, troops from "C" Company, 31st Infantry Battalion re-traced the Dalrymple Gap Road from Abergowrie to Cardwell. This exercise took place on Saturday and Sunday, 17th and 18th October, 1959.

The first crossing of the Dalrymple Gap was made by George Elphinstone Dalrymple in 1864 and for many years this provided the main access to the coast from the rich hinterland.

At the top of Dalrymple Ga , a memorial plaque commemorating the first historic crossing of the Dalrymple Gap was erected. In thick scrub country, very much the same as when Dalrymple first saw it, almost a hundred years ago, a tribute was paid to the gallant band of men who first cut that road through dense vine and thorny jungle.

The Exercise ended at Cardwell when the Chairman of the Cardwell Shire met the Army troops and offered members of the Kennedy Regiment, the Freedom of the Town of Cardwell. Lt. Col. Suthers, Commanding officer of the 31st Infantry Battalion, responded on behalf of the Army. The ceremony was followed by a street march which the troops, exercising its new right paraded in full fighting order, with drums playing, flags flying and bayonets fixed.

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MEMORIAL PLAQUE

This Plaque commemorates the first crossing of Dalrymple Gap by

GEORGE ELPHINSTONE DALRYMPLE

in February, 1864

This road was re-opened as part of the State Centenary Celebrations by

"C" COMPANY 31 INFANTRY BATTALION

in October, 1959.

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FOLLOWING THE BLAZED PATHS.

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

"MOUNT SPEC BACKGROUND"

History of Mining and Timber activities
of Mount Spec and Hinterland providing
background setting for:

1961 ANNUAL CAMP.

"THE MOUNT SPEC BACKGROUND"

By R.L. Shepherd.

Tracks re-opened by troops of the Ingham Detachment of 2nd Battalion Royal Queensland Regiment in the Mt. Spec area in preparation for the 1961 Annual Camp, relate to a now virtually forgotten phase of North Queensland history - The Kangaroo Hills - Mt. Spec - Star River mining boom.

The tracks were opened by miners and packers in the period from 1875 to the 1890's. From roughly 1895 to the turn of the century came the period of intensification of mining activity. The peak of the boom was reached in 1905 - but from then on the decline was rapid.

The Mt. Spec area was worked exclusively for tin (in both alluvial and lode deposits), but the Kangaroo Hills area yielded copper, silver-lead and wolfram, as well as tin in large quantities. The Star River area was worked for its Silver deposits. The three areas - Mt. Spec, Kangaroo Hills and Star River, merge geographically and inevitably their historical backgrounds were closely interconnected.

Alluvial tin first was discovered on Running River in 1875 - and from that date, comes the spread of first, prospecting and then of large scale mining into the Kangaroo Hills area and the Paluma Range area, of which Mt. Spec is the dominant feature. The Paluma Range is an off shoot of Harvey's Range, and was named from H.M.S. "Paluma", an early Government survey ship. Demarcation point between Harvey's Range and Paluma Range is Rollingstone Gap.

Surprisingly, there is no definite authority as to the naming of Mt. Spec. Queensland place name expert, Mr. Sidney May, of Ipswich, says there are two theories. One - and the most likely - is that the name derived from small "specs" of tin found there. Second theory is that the name derived from the name of a horse. Right through to the early part of the century, provisions were taken to the top of the mountain by pack horse team. One of the horses in a particular team - probably the team leader, is stated to have had a white star or speck on its head and was called "Old Speck". The theory is that the horse could be seen in the distance because of its "speck" and that gradually the miners and packers applied the name to the mountain itself. It has not been possible to determine when the name Mt. Spec was first used.

Activities of miners and packers in the area resulted in the opening of a net work of interlocking and inter-connecting pack horse tracks. Within only the past 25 years, those tracks have been added to by timber cutters and loggers. Pack tracks can be distinguished by the distinctive hoof marks left still on roots and stumps, on the tracks.

The commencement of mining activity in the Running River - Mt. Spec area coincided, independently, with the development of sugar plantation activity in what now is the Herbert River area. First prospecting into the area extended from the Charters Towers - Ravenswood field and from the route of access from the coast at Townsville to Charters Towers.

By the 1880's there also was a spread of prospectors and packers from the Herbert River (Ingham) area into the ranges. All tracks in the area follow as far as possible the crests of range spurs or divides. This was a matter of simple necessity. Once a crest of a divide was reached it could be followed with comparatively little difficulty.

Before the building of the Townsville-Charters Towers railway line, merchandise for the West was carried by three-waggon teams. Camping spot was One Mile Creek at the foot of Harvey's Range and one waggon at a time tackled the jump-up, using all three teams of horses. From this Range Crossing section, and the hotel established there, prospectors began to extend into the Paluma Range, the highest point of which is 3,200 ft., Mt. Spec.

First success came, however, to prospectors working back to the coast from Charters Towers and Ravenswood. They passed into the Kangaroo Hills Mineral Field which in turn connects with the Mt. Spec belt.

MINERAL DEPOSITS, GENERAL BACKGROUND. The Kangaroo Hills Mineral Field embraces a large tract of still partly prospected mineral bearing country. As mining developed on a reasonable scale Ewan and Hidden Valley became its principal centres. Its most notable mineral product is tin which has been worked - in widespread alluvial and lode deposits - almost continuously for over 80 years; but deposits of copper, silver-lead, and wolfram also have been worked.

Year of greatest tin output was 1905 with 362 tons of black tin,

largely from alluvial deposits recorded. Total production from the field is not on record with the Queensland Mines Department, but from 1883 to 1960 some 7950 tons of black tin have been reported.

Alluvial tin first was discovered on Running River (a Burdekin River tributary as is also the Star River). Again, early production has not been recorded, but must have been considerable. Only the poorer ground remains now around Running River. Sluicing has been tried, but mostly the deposits do not appear to be very extensive and there is difficulty in maintaining an adequate water supply for such a purpose.

Further mineral deposits were discovered around Kallanda and Waverley, both of which developed briefly as townships. At the 15-mile diggings Kallanda, a buried alluvial deposit has been worked. By 1895 many lode tin deposits had been found throughout the whole of the area.

At the beginning of this century company-scale operations were inaugurated with battery crushing facilities at Waverley (1901) and at Mt. Brown near Ewan (1903). After a very few years these were suspended because of the spasmodic nature of the ore shoots and the high costs of transport of supplies. The outstanding lode in the Field is the SARDINE on Oakey Creek - discovered in 1919 - in which large masses of exceedingly rich tin ores originally were exploited by a company, and where more recently ores carrying stannite (copper-tin sulphide) have been worked.

The SARDINE, now operated by Reddie Brothers, has produced a total of some 1600 tons of concentrates, with a peak output of 252 tons in 1922. The field still is served by three batteries, one at Hidden Valley and two at Ewan.

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Best tin lodes are found in altered sedimentary rocks adjacent to granite intrusions. Where granite is the host rock, the deposits - of which there are many, - are exceedingly irregular and the shoots small, and most of those worked have been abandoned at very shallow depth.

The Mines Department believes it is probable that many rich shoots of tin ore remain to be discovered.

In the Ewan area. silver-bearing lead and copper deposits were

worked for some time after discovery in about 1889, but actual production has been small. Of the copper deposits the largest were those at Mt. Thekla and Macaulay Creek. These were exploited between 1902 and 1906 by a company which prematurely erected a smelter in the Ewan area; only to find that the rich surface ores and secondarily enriched ores gave place to unprofitable very low grade primary sulphide below the water table. The first and only attempt to exploit silver-lead deposits just North of Ewan in 1890 - 1892 likewise ended in failure, apparently because of lack of realization of their small size and spasmodic nature.

It is worthy of realization that the whole period through to and just after the turn of the century was one of intense mining speculation. However, there is no reason to think that larger deposits of similar type might not be revealed by further prospecting.

Deposits of wolfram occur sporadically throughout the whole field and extend beyond the Range to Ollera Creek (site of the present 2 RQR Base Camp), where it occurs in pipes associated with bismuth and molybdenite. Production of wolfram has been small and confined to periods of high prices.

MINERS AND PACKERS: Probably the first to work tin in the Mt. Spec Range and Jungle area were the Goringe Brothers - two surveyors who left their jobs when they found a tin lode in the mountain scrub. They put through a waggon track from Hidden Valley to the Paluma Range. With teams they pulled in a small battery and worked it for several months in the scrub with a steam plant. However, the lode proved unsatisfactory and the area too difficult and the battery was dismantled and hauled out into the open forest of Hidden Valley to operate on a big low grade tin lode.

The waggon track opened by Goringe Brothers is not marked with their name, but portion of it is included in the road running from the present Paluma settlement through to the Swamp Creek Dam area and beyond.

Thirty odd years ago the Gorings' road was used by a Townsville business man Eric McKimmin and a Townsville jeweller Jack Anderson to take the first motor car to the top of Mt. Spec.

Old mine shafts still are discernible around the peak in the direction of Gard's Battery. Possibly some were opened by the Goringes. Goringe Brothers' road from Hidden Valley to Mt. Spec carried waggon traffic but tracks into the Paluma Range from the coast were for pack teams or foot traffic only.

Those who blazed their way into the tangle of range spurs from the coast, left their names on the tracks they opened and in map land marks.

Benham Brothers, Gard Brothers, Jack Johnson, Sid Jacobson, Phil Foxlee and "Bullocky Tom" Andrews are all remembered in this way. Sid Jacobson opened his track from Francis Creek over the Range to Hidden Valley. Benham's track was opened by Arthur Benham in connection with the many mining ventures with which he and his brother were associated. He lived in Prospector's or Hermit Creek and his camp area is retained on the maps as "Hermitville". His name is commemorated also in Mt. Benham. He originally made the clearing at what became known as "Cloudy Clearing" and what is now the Paluma Township. Benham's Track was opened from Hidden Valley along the divide of the Seaview Range to Mt. Spec and on to connect in the vicinity of the Peak with the Bambaroo Track, Foxlee's Track and Bullocky Tom's Track. He is credited also with opening the track through to Cloudy Creek. This track crossed the present Mt. Spec main road at the "Mango Tree".

Phil Foxlee opened his track over an arduous route from Saltwater (now Crystal Creek) passing along the range at the lookout which bears his name and connecting with the other network at Mt. Spec.

"Bullocky Tom" Andrews kept a hotel at what now is Connolly's property near Mutarnee. It too, commenced from Crystal Creek but followed a different route - to also connect with the Peak network.

Bambaroo Track also interconnects extensively.

These Tracks were opened in the 1880 - 1890 period. Henry Bell established a store near Moongobulla in the 1890's. His sons operated pack teams back into the Ranges. One son, Peter Bell, ^{now 85 (1966)} still lives in the range area of Ollera Creek and in his youth used 30 horse teams to pack in and out. A daughter, Mrs. ^{Banks} Baker, ^{now 76, still resides on her} father's old property, near Ollera Creek. ^(died 1963)

MR: Banks son + daughter is still live there.

Miners would come down to her father's store and butchery when they had tin in sufficient quantities. They would place their orders then for stores. Mr. Bell or his sons would ride to Townsville and charter a boat. The boats would come up Ollera Creek to a landing to discharge the supplies and to load the tin. Other tin was taken down to Ingham by way of the Bambaroo or Jacobson's Track, or to Stone River by way of Fanning's Track which connected with Jacobson's Track, before it reached Hidden Valley.

Only the tracks remain to mark the passing of the prospectors and miners, the packers and teamsters. Hundreds of men walked into the Range with stores and tools on their backs. It was an area of loneliness and privation. Each clearing or old settlement area has its graves - some marked - some unmarked.

One map name is all that remains of a minor epic. The name is Johnson's Hut. Jack Johnson came to North Queensland from Denmark as a young man in the 1880's and spent 50 years in the Range. He sluiced away many thousands of yards of alluvial ground and for the greater part of the time had no neighbours. He is remembered still by a few older residents who recall his walk out of the scrub with an arm shattered in a shot gun accident. Johnson used Jacobson's Track to reach Bambaroo and in the early period sent his tin by teams to Townsville.

The range area retained a grip on those who worked it.

Bob Gard and his brother Tom were there in the 1880's and in the 1920's. Bob Gard and his sons returned to the area now known as Gard's Battery. The Gard men carried on their backs up the Bambaroo Track the small battery which they set up. A two head stamp battery, it was powered by a water wheel and showed good results. One of the group could make the climb with a 90lb. load.

None of the maintracks passed through Gard's Battery. Side tracks led down to Johnson's workings. "BullockyTom" Andrews is buried on his old property at the foot of the range, leaving an intriguing nickname.

Certainly, he was never able to operate bullock teams into the area he worked.

Aboriginal tribes in the early days were numerous in the coastal

area at the foot of the range and an old Aboriginal burial ground is located on the slopes of Mt. Ruth near "Bullocky Tom's" (now Connolly's property). There is no record of native attack in the area.

THE BOOM PERIOD: By 1904-1905 the area was at the peak of its boom. Ingham had become a town and business interests in Ingham and Townsville competed for the handling of the tin won from the Spec and the Kangaroo Hills area, and for the profitable privilege of supplying the miners' needs.

Ingham had the edge because of overland communication difficulties with Townsville. The tin and other mineral boom, however, became a subject of local politics. Transport methods and improvements of access were the keys.

In March 1904, a two wheel horse Ambulance made the 45-mile trip from Ewan to Ingham by way of Jacobson's Track in 36 hours, including a 12 hours' stop at Pappin's Miners' Rest Hotel at the foot of the Range. Seven miners accompanied the Ambulance. The patient, as a matter of interest, was suffering from sciatica.

April 1904 saw the development of industrial strife in the company mining concerns. The smelter erected by the Kangaroo Hills Smelting Company was in operation at this stage, but was encountering its ore difficulties. A company decision to reduce wages at this Thekla Mine at Waverley by 1/- a day from the district rate of pay for miners of 10/- per day led to a strike.

April 1904 saw the beginning of the doubts as to whether the smelters would work again.

In May of that year, members of the Shire Council engaged in a wrangle as to whether or not there was any point in improving the tracks to dray standard. The Council Chairman considered expenditure unwise. Conflict of interest was apparent also between the pack team operators and the carriers (dray users). Main concern centred on the continued close down of the Smelters.

A business had closed in Ewan, and it was thought it might be the beginning of the end. Other residents considered the close down to be temporary - claiming it to be due to dry weather and bad roads. The arguments dragged on inconclusively. Then in September 1904, came

-8-

a fresh boom rush. This time it was in wolfram and the location was Ollera Creek. Number of miners at the rush peak exceeded 200. Claims mostly were located on the sides of the several hills. Wolfram and its allied metals molybdenite and bismuth were then for the taking. Packers did a brisk trade handling supplies for the outside camps.

In October 1904, there were approximately 200 men on the Ollera Creek Field and about 20 payable claims. On the field there were two camps. One was on the upper part of Ollera where some 50 men were located.

The chief camp, however, was on the eastern branch of Salt Water (now Crystal) Creek under the range. The wolfram-bearing strip of country was about one and a half miles wide, ran up in the direction of Ewan on the west and then down towards Mt. Elliott on the East. Mine at the highest altitude was 120 feet. Mules conveyed ore from the claims to the main camp. By October, there were signs of the decline in wolfram price, however.

In late 1904 - early 1905 - however, there was a fresh rush in alluvial tin - to Cloudy Creek. Up to 50 men were established here with a tramway of 200 to 300 yards running from the workings to the dam. The workings were at the 3000 feet level and loam carrying tin had been excavated from the surface to a depth of 36 ft. Another minor rush occurred in dense scrub country around Ethel Creek. "Settlement" there consisted of 14 huts.

The Cloudy Creek area was 15 miles distant from both Ollera and Hidden Valley. At Mt. Beresford, 25 miles from Ingham, Benham Brothers were prospecting "large lodes with a great body of ore in sight and showing four to seven per cent".

A recovery in wolfram prices seemed encouraging enough to warrant the shifting of a 10-head battery from Ravenswood to Ollera Creek.

Large bodies of tin ore were reported to have been discovered near Hidden Valley.

In 1905 Gard Brothers were established at Waverley which at that time boasted a school attended by 14 children. At the Ewan Smelters, still not working, were 1800 tons of copper and silver ores in the bins.

By April 1905, the 45 mile Ingham-Ewan journey took 13 hours by way of Jacobson's track. The road between Ewan and Hidden Valley was

described then as being a "splendid buggy track".

Then came the commencement of work at the Smelters in Ewan. Rate of handling was about 250 tons a week. The smelters employed 70 men.

However, the smelter owner went on record as saying that outside his company's works, "not much was being done".

Miners were taking up claims, raising a crushing and then abandoning it. There was no systematic method of work on the outside shows, according to his statement.

Miners on the "outside shows" disputed this and blamed the Smelter for the troubles. The miners then began to quarrel among themselves. Petitions were submitted by the "creek men" opposing the granting of alluvial leases.

Miners also began to threaten to take their business to Townsville unless the Ingham area tracks were improved. The Smelters meanwhile stopped and started and then stopped again, until finally in 1906 they were sold and dismantled and taken through Ravenswood Junction to Cloncurry. Their removal was the beginning of the end for Ewan and the othertownships. Falling tin prices completed the collapse. Ewan has survived as a shadow of itself. Waverley and Kallanda have passed completely. Mt. Spec and Cloudy Creek have been worked at intervals and as late as the early 1930's mule and horse teams came out of the Ranges at isolated periods with tin.

Gard Brothers in the 1920's opened their battery and provided neighbours for the by then old Jack Johnson.

In 1932, Shay's House was built under the shadow of Mt. Spec. It was on the tracks net work, and provided a half-way house for the Station people of the Hidden Valley area who still packed in supplies.

For some years, the Shay Family operated a guest house there - with the only access still by horseback or by foot. Throughout the period of mining activity the maintenance of mail service in the area constituted feats of remarkable endurance by today's standard.

As late as the 1940's a mule team operated a mail service from Stone River through to Hidden Valley. In 1907 this is how a back country service was maintained:

Each Monday a two horse coach would leave Ravenswood Junction (now Mingela on the Townsville-Chartiers Towers Road), passing through the Mt. Success Mines; then on to Fanning River Station where the horses could be changed.

Next stop was the Fanning River diggings, then on to the sprawling Dotswood Station where horses again were changed. From Dotswood the coach continued to the Keelbottom Copper Mines. This was one day's travel - involving three teams of horses. After an overnight stay at the Keelbottom, the coach left on the Tuesday morning for the Argentine, the silver centre of the Star Field.

At the Argentine on the Tuesday morning the Ravenswood Junction mailman, Maurice Quinn, would hand over to the Ewan mailman, Tom Ramsay, mail for the Kangaroo Hills field. Ramsay ran his section of the service with pack horses. He travelled from the Argentine through Star Station, an out station of Dotswood, then to the tin scratchers of Running River Creek, on to the Mt. Kidston Battery and to Ewan. After an overnight stay at Ewan he left again for the Argentine arriving on the Thursday.

FORESTRY ACTIVITY: Forestry activity in the Mt. Spec area is a relatively late one. An area of about 65,000 acres at Mt. Spec in the Parishes of Blackfriars, Hinchinbrook and Waterview was proclaimed a timber reserve on November 5th, 1921.

Subsequently, in 1937, the Forestry Department initiated action for a National Park reservation at Mt. Spec of about 22,430 acres. These were the reasons advanced in support of the request:

The area possessed outstanding scenic attraction.

Magnificent panoramic views were obtainable.

The many boulder-strewn watercourses dropping quickly to the coast through virgin Northern jungle and forest country made the area an ideal one to preserve in its natural condition.

Present road to Paluma was opened late in 1935. Construction was undertaken as a depression unemployment relief project. Since its opening, the road has carried 68,000,000 super feet of milling timber, including prime cabinet woods to feed sawmills and veneer mills at Ingham, Barilgie and Townsville. In addition, large quantities of girders,

piles and poles have been extracted from the area for the constructional works, throughout North Queensland. Forestry operations necessarily have been confined to road making and logging. It was not until March 29, 1952 that an area of 18,560 acres was proclaimed a National Park. This National Park Reservation included 9,500 acres of the then existing Timber Reserve reducing that reservation to its present area of 55,500 acres.

Forestry Department sources say that the area is not permanently reserved for forestry purposes, although very suitable.

Unless an area was permanently reserved, silvicultural work could not be undertaken because of uncertainty that the area would be allowed to remain under timber. However, the large National Park in the rugged and picturesque country on the Eastern fall of the Range remains in its natural state for the enjoyment of future generations.

The interesting floristic complex of the area is preserved in the Park. Features are the much admired Mt. Spec orchid - the only Australian phanaeopsis and probably the moststriking Australian orchid, and splendid ferns, many of which are of a very ancient form.

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FOLLOWING THE BLAZED PATHS

2nd ROYAL QUEENSLAND REGIMENT.
INGHAM DETACHMENT

HOW MOUNT SPFC GOT ITS NAME.

A brief outline of Historical incidents
surrounding the origin of the Place Name
of :

MOUNT SPEC.

ANNUAL CAMP, 1961.

Sydney May.

On the 29th March, 1961, I received a letter from the Clerk of Hinchinbrook Shire, Ingham, as follows:-

"It is desired to ascertain the origin of the name Mount Spec. Could you inform me whether you are able to assist in this regard".

I had often tried to seek a reason for the name but not seriously. Now it had been put up to me. I wrote to several people who I thought could help. As usual, for every three requests I got no reply from at least two, but here is the offering I got:

Keith Kennedy of the Townsville private Museum was most helpful. His first offering was as follows, 7:4:61 -

A new road up Hervey Range has been built from Moongobulla - I asked several aboard my bus about Mt. Spec. The answer I got was, years ago when the tin mines were working behind the mountains, provisions had to be taken up by pack horses via Jacobson's Gorge. The leading pack horse had a white spot on his face and the miners got to calling him old Speck. As the horses came round the mountain Old Speck was the first to be seen. This information came from the late Mr. J. Anderson, a Townsville Jeweller, owner of a block of land on the Mountain. Mount Spec is on the Paluma Range, a spur of Hervey Range.

Mr. Hume Willmetts of T. Willmetts and Sons Pty., wrote to the Townsville City Engineer, Mr. F.H. Brazier, a keen historian. His comment was Mt. Spec was a stop-over place for the pack horse-trains. They emerged from Star Valley and camped at Cloudy Clearing. This latter name came from the fact that no trees grew in the vicinity and it was clear of clouds. Tin was found there and some sluicing was done. Tin Oxide (Stream Tin or Cassiterite) is found in alluvial wash as shining black flakes. The Townsville City Council recently erected a dam some 8 miles from Mt. Spec, on the western watershed. Water is piped through gullies and tunnels to the eastern side to boost Townsville's water supply. Mt. Spec is the highest peak in Paluma Range, 3200 feet.

From ^Mrs. M.L. Allingham of Muralambeen, Victoria Estate, Ingham, a keen writer on Botany, told me:-

"Mt. Spec was found and probably named by Arthur Benham in 1889. His party, consisting of his brothers, Edwin and Fred and another man named Kenny, had been prospecting for tin in the area for some time first at Prospector's Creek, later going further afield, where they struck a good lode and said it looked like a good

"spec".

Mr. A.J. Bosworth of Molonga whose people owned Hidden Valley, said that when he was 13 years of age, he helped his father. Hidden Valley was 9 miles from the township of Mt. Benham (store, hotel and post office). There was no road as now, but all communication with Ingham was by Jacobson's track, which crossed the Range about 17 miles south of Ingham, after which the road turned south 2 miles to Mt. Benham, then a further 2 miles to Prospector's Creek and 6 miles more to Mt. Spec. Paluma township was originally called Cloudy Creek and Crystal Creek was known as Saltwater. Paluma is on top of the watershed. Cloudy Creek falls to the Star River which later joins the Burdekin River. Running River joins the Burdekin River passing Hidden Valley and Ewan. Saltwater Creek after a few waterfalls joins Crystal Creek. Another tin mine in the area was the Midnight Queen, here both mining for lode tin and sluicing for stream tin was carried on.

I was not too happy over these suggestions. They seemed unreal. Then Keith Kennedy said he recalled a book by Louis Becke, a South Seas author of the 19th century. In one of his books, he mentions three ships owned by "Bobby Towns" of Sydney. It is a rather vague suggestion and led to a difficult search for Becke's book. I wrote R. Towns and Co. Pty. Ltd. of 31 Reiby Place, Sydney, and they replied that records of the olden days were not kept. Some of Towns' boats were among the earliest to trade to Burketown. At last, the deciding letter arrived dated 17th July. The 'Spec' was a brig of 164 tons, Captain Smith, master, which arrived in Sydney 28th August, 1856 from New Caledonia and sailed again for New Caledonia, 23rd September. She is listed as a brig of 180 tons - Captain Paddon - arriving in Sydney 12th November, 1856 and departing 4th December, also for New Caledonia. R. Towns & Co. were agents for all the voyages. The "Spec" was one of these trading ships owned by Towns & Co. operating on the East Coast of Australia. The Lady Alicia, the E.R. Bateson and 'the Spec'.

H.M. Survey Sloop Paluma was surveying the Coast North of Townsville, in 1886, and the Range was named after this Survey Sloop. What more natural than the highest peak of the Range should be named after the brig "The Spec", probably well known to the Commander of the Paluma.

Other letters giving different dates for the use of the name, etc., I have rejected. The Marine Department of Queensland have no Register of Ships trading on the Coast. It remains now to wait and see if a log of H.M.S. Paluma can be found, but I am quite convinced the mountain was named after Robert Towns' Brig "The Spec".

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What a search March 29th till July 20th, but I had wonderful help all along the line - Keith Kennedy, F.H. Brazier, Hume Willmetts, Mrs. Allingham and Mr. J.A. Feely of Victorian State Library.

Postscript

It is strange how a name will elude one for a long time and then when tracked down one gets smothered with information and overwhelmed by enthusiastic helpers.

Previously, I quoted the State Library of Victoria telling me about the "Spec", a trading brig of 164 tons owned by Robert Towns & Co. of Sydney, and Townsville. Here is what followed since - this "Spec" of 1856 was preceded by another smaller boat also called the Spec and owned by Robert Towns and Co. It was sold in 1844 to an American Firm and went to San Francisco. Towns must have liked the name for he replaced this boat with a new one also called "The Spec".

In the Register of Australian and New Zealand Shipping there are three more Specs.

- (1) Spec - a wooden schooner of 32 tons built in Tasmania 1862 - owner R. Mason.
- () Spec - an iron steam ship 35 tons built Port Adelaide 1876 - Harrison and Hall owners.
- (3) Spec - a wooden schooner 19 tons built in N.O.Q. 1867 G. Ireland owner.

Something of the history of the Spec has been found in "The Shipping Gazette and Sydney General Trade List" 1844 - 1857.

Spec - schooner 150 tons Captain Dicey.

1845 Oct. 16th, had left Mauritius.
Nov. 20th, left Batavia.

1846 Jan. 20th, in Sydney.
Mar. for Java. Campbell & Co. agents.
June, in Melb. from Java - Out of provisions.
Aug. 21st, sailed from Melb.
Aug. 29th, in Sydney.
Sept. Refitting.
Oct. 17th, to Batavia.

1848 Nov. refitting
Dec. 15th, sailed for Batavia, brig 163 tons, Capt. Dicey.

1849 June, Spec brig 175 tons sold at Sydney to M.M. Orr for £1,400.
July, 27th, left Sydney.
Nov. 14th, arr. San Francisco.
Dec. 29th, left San Francisco.

1850 Feb. 27th, arr. Sydney.
Aug. 13th, left San Francisco for Sydney.
Oct. 26th, Spec refitting in Sydney Brig 168 tons, Capt. Dicey.

1856 Aug. 28th, arr. Sydney.
Sept. 23rd, sailed for New Caledonia.
Nov. 12th, arr. Sydney.
Dec. 4th, sailed for New Caledonia.

1857 Jan. 13th ,Spec ashore at Padden's Island
New Caledonia during storm.
Jan. 15th, off island with loss of rudder, masts, etc.

All are much smaller than the Towns & Co. brigs. After all these years we find there are "Specs" everywhere, but they are neither horses, specks of tin, or "Good Specks" - but boats. The second "Spec" of Robert Towns and Co. is obviously the origin of the Mountain name.

Where "The Spec" name was found.

Extract from "By Reef and Palm" by L. Becke. Published by Angus and Robertson, Sydney 1894. Republished 1955.

"A TRULY GREAT MAN
A MID-PACIFIC SKETCH"

Then the play of "Bobbie" Towns, of Sydney, was still mightily in the south seas. The days had not come in which steamers with brass-bound supercargoes, carrying tin boxes and taking orders like merchant's bagmen, for goods "to arrive", exploited the Ellice, Kingsmill, and Gilbert Groups. Bluff-bowed old wave-punchers like the Spec, The Lady Alice and E.R. Bateson plunged their clumsy hulls into the rolling swell of the mid-Pacific, carrying their "trade" of knives, axes, guns, bad rum, and good tobacco, instead of, as now, white umbrellas, paper, boots and shoes, German sewing-machines and fancy prints - zephyrs "The smartly dressed super cargo calls them, as he submits a card of patterns to Emilia the native teacher's wife who as the first Lady in the Land, must have first choice."

from K. Kennedy - Townsville.

The Place Names of the area and their explanation.

1. ABSWOLD - A railway station on the Sunshine Route between Townsville and Ingham, 51 miles from Townsville. Aboriginal origin meaning "Wild uncultivated land".
2. BAIGAL - A small settlement at the mouth of Rollinstone Creek. 3 miles from Rollinstone. It is quite a good seaside resort. An aboriginal word for "Stone".
3. BAMBAROO - was a grazing farm owned by F. Alston cut up in 1911 into 7 or 8 agricultural selections. The earlier name was Waterfall. A word of many meanings and different dialects but all are aboriginal.

Bishop 1929 gives Bamba a stingray.
Cooper (Adelaide 1949) Bambara forest country.
Ingamells 1955 Bambara a mushroom.
Bamburra - a young woman.

Names seem to apply here, but Jack Addo, a very reliable and intelligent aboriginal told Mrs. Allingham of Muralambien the name was that of an old volcanic cone with a peculiar formation of rocks in the Range nearby. Jack Addo lived in the area all his life, but now in his seventies he is in Charters Towers Mental Home. Bambaroo is a railway station 52 miles from Townsville and has a non-official Post Office and a telephone exchange. The area is now largely a sugar-growing centre, but it used to be the home of many tin miners who worked up in the hills. In 1928, I remember seeing a team of donkeys on the Bambaroo platform quite indifferent to the trains. Each donkey carried two pansiers loaded with ore concentrates.

4. BARRILGIE - a railway station 43 miles from Townsville, Aboriginal name for "Plenty of opossums".
5. BURGAMCOO - a railway station 61 miles from Townsville, aboriginal name for plain turkey.
6. COOLBIE - was originally known as Byabra and like Bambaroo was owned by the Alstons and cut up. A railway station on the Sunshine Route 46 miles north of Townsville. Aboriginal name for "green leaves".
7. EWAN - a township on Running River near its junction with the Burdekin River. It has a non-official post office and a small telephone exchange. Ewan was a grazier who bought Waterview from the Allinghams. He had three (3) daughters and mountains in the area are named after them: Helen, Louisa and Elizabeth.
8. FOXLEE'S TRACK - was between Mutarnee and Bambaroo but it was too steep and abandoned.
9. FRANCES CREEK - runs into Cattle Creek 6 miles from Ingham and was named after Frances, wife of John Allingham of Waterview Station.
10. HELEN'S HILL - a railway station on the Sunshine Route 59 miles from Townsville. Helen's Hill and Mt. Helen were named after one of Grazier Ewan of Waterview's daughters.
11. LUCY CREEK - a railway station on the Sunshine Route 64 miles north of Townsville.
12. KINDURO - a railway station on the Sunshine Route 36 miles north of Townsville. Aboriginal for Clear Water.
13. MOONGOBULLA - a railway station on the Sunshine Route 39 miles north of Townsville - Aboriginal - Curr says in Vol. 11 of the Australian Race, that it is a tribal name either MUNGALBURRA or MUNGULBURRA

which is very likely. The Railway Department gives it as meaning "plenty of floating grass." A lot of timber from the Mt. Spec area is railed at this siding. Located on Ollera Creek it was at one time the scene of much mining activity.

14. MT. BENHAM - the hill on the top of the Ranges on the edge of Hidden Valley. The valley was about 6 by 1 mile in area and the name was derived from local topography. It is surrounded by hills and now devoted to cattle grazing. There is some confusion over the name - originally with a Hidden Valley postal address, near Bowen. But the latest Post Office Guide gives Hidden Valley Outpost Radio (a) in Northern Territory (Alice Springs) another Outpost Radio to Charters Towers, then a Hidden Valley non-official Post Office associated with Paluma.
15. PROSPECTOR CREEK - flowing into Running River on the western side of the Divide. Now known as Hermit Creek because of another Prospector Creek further west flowing into Stone River.
16. ROLLINGSTONE - Railway Station and Creek - 33 miles north of Townsville. Its original name was Armidale but changed at the request of the Postal authorities. It is named because of the rolling stones in the creek bed.
17. RUNNING RIVER - a tributary of the Burdekin River - a beautiful stream quite wide averaging 30ft. and 3ft. deep. Ewin township and mining area is on this river.
18. INGHAM - Township and Railway Station. The first settlement in the area was "The Valley of Lagoons" station named by Ludwig Leichhardt 1845. The town was named after W.B. Ingham of Ins Plantation of the Herbert River which was taken up in 1873.
19. POMBEL - Railway siding 59 miles north of Townsville- Aboriginal for Emu Bush. TOWNSVILLE EMU BUSH WALKERS
20. SCRUBVIEW - Railway siding 53 miles North of Townsville - a topography description.
21. TOKALON - Railway siding 65 miles north of Townsville. Aboriginal for "beautiful land".
22. TOOBANNA - Railway siding and non-official Post Office, 63 miles north of Townsville. Aboriginal for plenty big rushes near water.

FOLLOWING THE BLAZED PATHS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT.

SCRUBLANDS AND WATERFALLS, MOUNT SPEC

A graphic description of the development
on the Mount Spec tracks as a tourist
attraction in the early 1930's.

ANNUAL CAMP, 1961.

Troops of the 2nd Battalion Royal Queensland Regiment, who during the 1961 Annual Camp trained and fought over Foxlees and Bambaroo Tracks had little time to appreciate the scenic beauties or listen to the joyful singing of birdlife which inhabit that area.

For the Jungles then echoed another sound - the deathly whine of rifle and automatic fire as Phantom troops sprang another ambush or a Phantom sniper announced another "kill", as they proceeded along the tracks. To them the jungle clad paths posed an unknown threat where a hidden enemy lurked waiting in ambush to "kill".

However, in the early 1930's these tracks were a great favourite with the tourist who came from many parts to view the scenic wonderland of the Spec.

There were no roads and the only access to the area was over the pack tracks. Bambaroo track was the one mainly used.

This era marked a further interesting chapter in the History of Mount Spec and the development of Shays Guest House as a Tourist resort.

In the early thirties Mount Spec had another booming industry - the tourist. Its scrublands and waterfalls were becoming well known as tourist attractions. This was before the Mount Spec Road was built and tourists desiring to see the scenic beauties of the Spec would come by rail to Bambaroo, where they would be met by Mr. Fred West and taken on a unique adventure - a journey along the trails on horseback. Shay's Guest House at this time was much in prominence and the hospitality of its host was as well known as the beauty of its surroundings.

Let's saddle a horse and follow once again a party of tourists along the "orchid" trails.

We left Townsville by the Cairns mail train and were met by Mr. Fred West, agent at Bambaroo. At the foot of the mountain we had a good dinner and we were afterwards taken in hand by Mr. Joe Holland, the assistant guide. Our belongings were strapped on a packhorse and we started the big climb at about 3 p.m. We met Mr. West on the way, with saddle horses; but these were for another party visiting the boarding establishment at Waterfall Creek. Our way then led downhill for a stretch, but soon the uphill track became steeper than ever. On reaching the top of the gorge we were conducted to Gard's Lookout, where we had our first experience of the beauties of Mt. Spec. Turning towards the sea, we had a magnificent view of the coastline, from Hinchinbrook Island to Cape Cleveland.

At 7 p.m. we camped for the night at a deserted miner's camp, and after a refreshing bath in ice cold water, we had a great appetite for tea. After that, not much time was wasted in preparing for sleep, as the long stiff climb had left us properly tired, but happy. The next morning we were up bright and early, anxious to see the sights. Looking up the creek, we obtained a glorious view of luxuriant bush vegetation. A large clearing had been made about the old camp, and a number of self-sown citrus trees were loaded with fruit.

After breakfast, a start was made for Saltwater Gorge and Falls. We had not gone far when we came upon another clearing richly covered with grass. It was the picturesque site of Mr. Johnson's residence, with whom we stopped for a chat. We were led by Mr. Holland along a scrub track which only the experienced eye could follow. On every side ferns, orchids and palms

gladdened the sight. We saw many fine crystal waterholes and we could not resist the temptation of having a swim. In the two hours of walking we were at the head of the Gorge, and then we enjoyed splendid views of the surrounding country. On looking down the Gorge, it appeared quite impossible to get to the bottom. But the guide led us down a safe track, and in about half an hour, we were at the foot of two big falls. We then climbed a cliff and did a little clearing to take some snaps.

After dinner, we retraced our steps back to the camp. The guide soon prepared a good substantial bush meal; and didn't we enjoy it.

The next day we were again up early, and took the track to Gold Creek Falls. We reached the bottom in a little over an hour, and after waiting for the sun to get into a suitable position for the camera, we obtained some fine views. Our next place of interest was Foxlee's Lookout, which was only a mile from our camp. Here could be seen another splendid view of the coastline, really one of the best. On our way back, taking another track, we called at Gard Brothers' Tin Mine. We looked over the workings and saw many objects of interest, including a waterwheel stamper. We paid a visit to Shay's Boarding House, where we were surprised with the conveniences that are provided for tourists. A party was leaving for the Cairns mail train and regretted that they were not able to enjoy a longer holiday.

Later on, we were taken in hand by Mr. Fred West, who told us that we had not seen half the sights. We next paid a visit to Waterfall Creek. Our guide picked an easy path through the rugged country, and made difficult tasks easy. We saw Diorite Falls, which flow over a rock formation into a big pool 15 to 20 feet deep. About three hundred yards distant were the Trout Falls. In the clear pool beneath we could see a great number of fine mountain trout, which looked tempting. A feature of the Trout Falls was the peculiar formation of the cliffs, which causes the water to spring up and describe a circle before finishing its headlong course. Continuing our journey, we arrived at the junction of Pinch Gap and Waterfall Creeks where we made a camp for the night. Thence we proceeded to Tassel Fern and West Falls where the scenery was magnificent. Not far away there is an attractive swimming hole, having a length of one hundred yards, thirty yards wide and a depth of over twenty feet. On each side there is a wall of rock fully one hundred feet high. The water was beautifully clear and we could not keep out of it. After our swim, we were delighted with the

appearance of a dainty hot meal which only an expert bushman like Mr. West could have provided. Nothing like his "French Gallop" could be found at any city hotel.

Our next move in the direction of Kia Ora Falls, which have a drop of 300 feet, with the usual foaming pool at the bottom. Thence there was a stiff climb to Maidenhair Falls which afford a very pleasing view. Continuing up the creek we came to Orchid Falls, which are well named. The bush vegetation is most attractive and the orchids are numerous and of various kinds. Further on a number of small falls were met with, and the climbing became rather severe. In some places, we were crawling along sideways, where a slip should have meant certain death. But we were well rewarded for all our trouble by the sight of View Falls. The scenery in this locality cannot be surpassed anywhere in Australia. In all the waterholes we saw numbers of freshwater crayfish and occasionally a few small turtles. Having proceeded as far as our time would permit, we made back for the camping ground, which we reached early in the afternoon. After enjoying our late dinner, we started for Mr. West's residence at the foot of the mountain. We had spent nearly a week on Mount Spec and enjoyed every minute of the time. We were truly astonished that such conditions and such scenery could be found within easy reach of Townsville. On Waterfall Creek there are upwards of seventy-five waterfalls, so that the name cannot be wondered at. At Insulator Gorge there are many interesting views. The sides of the hills are covered with timber and amongst the trees there is a profusion of ferns, palms, creepers and other vegetable growths. This gorge is only one hour's walk from Mr. West's home and is well worth a visit.

We felt sorry that the time had passed so quickly but as the saying goes, "All good things come to an end". If anyone is fond of mountain climbing amongst beautiful natural scenery, I would say, "Go to Mount Spec". It is a wonderful change for the town dweller.

FOLLOWING THE BLAZED PATHS.

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

"THE TRACKS WHEN INGHAM WAS YOUNG."

Along the Townsville/Ingham Road in the
early days providing a background
setting for the Base Camp of:

1961 ANNUAL CAMP.

For a young country, North Queensland has shown wonderful road improvements during the past century. The period during which this story is written, generally around the turn of the Century, the district could hardly boast of its facilities for travel by road. Practically in every part of the district, the clearing of a few trees and cuttings through the banks at river crossings covered the only effort to provide access to large sections of the outback.

PACK PADS: Naturally in the mountainous country, the lack of roads was a bar to wheel traffic, and the pack mule and horse were the principal methods for transport of goods to the remote stations, mining camps and bush townships scattered through the hinterland.

The old timers had a high regard for the horse, with its kindly nature and willing service, but so far as the mule was concerned there was little love lost as the treacherous beasts would kick the soul out of an unwary packer, without the slightest provocation, should the opportunity offer. Still, these hardy animals were wonderful for their load carrying capacity on precipitous and rough mountain tracks. In this connection, two districts were outstanding for the transport difficulties they presented to the pioneer settlers.

INGHAM-KANGAROO HILLS: From Ingham to Kangaroo Hills, and the township of Ewan and Waverley, the pack pads, before road construction was attempted were most crude. Main access was by way of Jacobson's Track. There was also another pack track by way of Mount Fox. One section in particular where the coastal range was ascended resembled the side of a house in steepness, and the heavily loaded pack animals had to climb like cats to negotiate the bad pinches.

At the time, the Late Frank Fraser Snr, of Ingham had some fine mule pack teams on the track to the highlands, and it was his boast that one of these teams on rough country could scratch pull a team of draught horses twice their weight and win.

UNIQUE LOADS: It must have been a fine sight to stand at a point of vantage on the mountain side and watch one of these pack teams ascending the hills. In a long serpentine procession, the animals won their way up, at times almost on their knees. In many cases the loads were so bulky that only the heads of the mules could be seen, the bodies being covered with the most unique collection of goods, including bags, cases, kegs, and even kitchen

staves or long sheets of galvanised iron. The latter at times, completely encased the little animals giving them a most grotesque appearance.

Occasionally, the loads would shift from their lashings, giving packers a joyful time adjusting the consequent stampede.

SIGVARDT JACOBSON: Jacobson's Track was named after its trailblazer S. Jacobson. Known locally as Sid, born in Christiana, Norway in 1849 (date uncertain). Father, Iver Jacobson, Labourer; mother, Mary, nee Petersen. Date of his arrival in Queensland is not available. The death certificate said he was never married. Apparently Jacobson was 33 years in Queensland. He died from dengue fever after a week's illness. His death, 5th July, 1905, at Francis Creek was certified to the Ingham Registrar, W.C. Miller, by his nephew, W. Jacobson of Francis Creek.

Jacobson was a ship's carpenter and settled on Francis Creek where he cultivated a garden and grew the first tobacco in the area. Mining at Mount Spec, he thought the track was far too long, as it ran for about 10 miles to the Upper Stone River then back again. So he decided to find a shorter way. He started down from the top and came out about three miles from his home on Francis Creek. There are still traces of this track now, as there is a well graded timber road.

TOWNSVILLE-INGHAM : The first track through this area was blazed in 1869 when a telegraph line was built between Townsville and Cardwell. It was gradually developed and by the turn of the century there existed a rough track for wheel traffic. Before the construction of the railway line in the twenties it provided outside of the sea traffic the only access to Townsville by way of the coast. It was considered at that time the distance from Townsville to Ingham was 80 miles, and 80 creeks to cross on the journey, mostly unbridged and in their virgin state. The original road over the ti-tree country would wind through the bush in a serpentine manner, the old travellers picking their way over the vast surface without regard to extra distance. But in the wet season the road, in places, was a regular quagmire. The favourite camping spots were at Bluewater, Rollingstone, Ollera and Saltwater Creeks. Before closer settlement set in, and the country was in its virgin state, the scrubs on their banks were a sportsman's paradise. Ducks, pigeons and other game were very plentiful. Midway between Townsville and Ingham was the half-way camp known as Tealbys. The entrance at Ollera Creek on the seacoast was then quite a miniature seaport and small sailing boats from Townsville conveyed goods for

the settlers and returned with a cargo of wolfram ore when the Ullera Creek wolfram mine was opened up. The creek also had a leper who was granted permission to remain on his homestead by living in an isolated but remote spot from any passing traffic.

THE OLD STATIONS: Waterview Station was then a feature of the road. Just prior to 1870, John and Johnstone Allingham, pioneer pastoralists, came down over the range at the back of Waterview with their bullock dray and selected there. Theirs was a stirring adventure and called for a great courage as the high ranges offered little inducement for them to make this trip, and at times the steepness of the track made it necessary to tie heavy logs behind their drays to act as brakes and slow up their skidding and sliding progress down to the coastal flats. Later, the Allinghams moved to Muralambeen, while W.G. Ewan took over their property at Waterview. "About this time Sergeant Robert Johnstone was appointed Inspector of Native Mounted Police in the Ingham district and was stationed at Waterview where with the aid of 20 black-trackers, he was called upon to scour the country far and wide in the course of his duty".

An avenue of mango trees still marks the site of this historic station while on the banks of Waterview Creek are still old relics of the telegraph station. Down on the coast was also old Hinchinbrook Station, which could be reached by a sidetrack from the main road, and offered some excellent wild pig shooting and a sure bag of feathered game. Not far from the present main road to Mount Spec, was a rough mule track leading to the mountain tin deposits, and a Charters Towers Company was working the Mount Spec tin mines. Another well known identity was an Italian by name, Buffa, who made strenuous attempts to have a sanatorium opened on the mountain top, but its isolation in those days marred his efforts.

One of the worst creeks for travellers to negotiate on the old track was Big Saltwater. This, being tidal, with a deep hole at the crossing, was a dangerous trap for the unwary particularly at high tide. Crocodiles also were known to come up to the crossing on big tides which also added a spice of adventure. From the crossing down to the creek entrance on the coast was scrub clad to the waters edge, and at the entrance crocodiles were at times to be seen basking in the sun. On the northern bank of big Saltwater, in those days was a well known landmark, the shack of an old pioneer named "Bullocky Tom".

BULLOCKY TOM ANDREWS: Thomas Edward Andrews was born in 1849 in Wicklow;

Ireland. His father was a farmer named John Andrews and his mother Ann, nee Evans. Bullocky Tom's occupation was listed as a mail contractor, but butcher would be nearer the mark. He married Ruth Morris of Gympie on 21st September, 1887. Bullocky Tom died 13th January 1897 and was buried at Mount Ruth, Saltwater Creek. His home was at the junction of Big and Little Saltwater Creeks, now changed to Crystal Creek. Mt. Ruth is a small hill half a mile from Mutarnee on the banks of Big Saltwater. The hill was named after his wife, Ruth Andrews, who died in Townsville 1935; They had three sons and one daughter. Mrs. Andrews was the mail contractor and she valiantly carried on the mail contract between Townsville and Ingham which she ran once a week each way. Her husband was really a butcher. He killed and packed his own meat and on packhorses took it up Bullocky Tom and Jacobson's Track to the top of the Range then down to the Kangaroo Hills mining camps and sold it. He was assisted by an offsider named Benson, who died recently. Mrs. Andrews, was one of the bravest of our pioneer women. When she ran the mails, aboriginals were still far from civilised. Pat Andrews (born 1892) is the only member of the family now living. He lives at 62 Barnard Street, Aitkenvale and gave me such information.

Bullocky Tom was responsible for planting the mango trees along the track at a spot now officially known as "The Mango Tree". They are still in full growth and bearing big crops of fruit in season. Over his grave on Mt. Ruth are two orange trees also growing well.

Mrs. Andrews lived a hard life caring for a young growing family and running the weekly mail contract, Townsville to Ingham. She was a first class equestrienne, and in the course of her mail contract had frequently to cross flooded creeks, swimming her horses over. After the death of her husband in 1897, she was married again to George Urquhart, a storekeeper at Victoria Sugar Mill. Later he sold the store and Mr. & Mrs Urquhart secured the license of Bellevue Hotel in Allen Street, Townsville, just after the cyclone "Sigma". Mrs. Andrews would tell how on one afternoon at Big Saltwater, the Marys (Lubras) working for her, were restless and she felt there was trouble in the air. Mrs. Andrews told one of the lubras to make a bed up on the verandah. Of course the black woman was curious and Mrs. Andrews told her it was for the Inspector of Police coming along later who was to stay the night. This Inspector had a reputation with the

blacks of being very tough. As soon as the lubra could manage, she got down to the black's camp and told them. Mrs. Andrews never heard what happened to the aboriginal doing all the threatening, but as all were very frightened of the Inspector, the aboriginal was never heard of again. What a brave woman she was, but then many pioneer women had to face up to possible aboriginal attacks. Her youngest son, Pacific, went to World War 1 and was away till 1920, returning to Queensland with an English Bride. Mrs. Urquhart died on 27th June, 1935 and is buried in Townsville Cemetery.

Pacific Andrews of Aitkenvale, the youngest son, sold the Big Saltwater property to Mr. Eric Brown about 1948 and Mrs. B.C. Connolly, wife of the present owner, a cane farmer is a daughter of Mr. Brown.

PHILLIP FOXLEE: - Phillip Foxlee was a tin prospector who came from Charters Towers and was at Mount Spec around 1900. He was also a packer but as he and Tom Andrews were not on the best of terms, he blazed his own trail up Mt. Leach to Mount Spec. In places this track was very steep and a considerable amount of cutting had to be made to provide a foothold for his teams.

ALLENDALE: Another notable settler further along the Townsville-Ingham Road was Sam Allen who owned the Allendale Cattle Station. This station was first known as Plum Tree and comprised of a grazing farm of about 3,000 acres on Francis Creek about three miles north of Jacobsons. It was taken up by Samuel Allen about 1920 and has a common boundary with Baconsfield. It is now held by Milton's. Mr. Allen later sold the station and purchased the Day Dawn Hotel at Ingham where he resided until his passing.

"THE MINERS REST HOTEL": Was built in 1903 for J.T.C. Pappin, a Cornishman, by Sid Jacobsen. It closed in 1905, when mining slumped badly. It was a large single storey building with a concrete floor and built with round timber 50 ft. x 50 ft. Six bedrooms, a large dining room and kitchen, with another building 20ft. x 20ft. used as a dormitory. In busy times, as many as four pack teams would call in a day. It was 11 miles from Ingham and four miles from the foot of the range. There were shutters on all the windows but no glass for there were frequent aboriginal attacks. It was a resting place for miners and teams from as far away as Ewan and Waverley. The name of the property was "Chyandour" a Cornish name, and was taken up in 1884. The land is now all cut up and sold for cane farms. Joseph Thomas Clintock Pappin, a grazier of Ingham was born in September, 1872 at Penzance in Cornwall, England. His father was George Pappin,

Chief of Police and his mother Emily, nee Northey. J.T.C. Pappin married Elizabeth Ann, nee Gillman at Ingham Q in 1896. There were nine children of the marriage, four sons and five daughters. Jack Pappin was the second son. J.T.C. Pappin died in the ambulance between Toobanna and Ingham on 9th January, 1938.

FANNINGS TRACK : This track was blazed in 1880 by William Fanning, a retired farmer of Haigh Street, Ingham. He was born in 1860 in Maryborough and married Elizabeth nee Bonning at Cardwell in 1881. He died in Ingham on 7th March 1937. Fannings Track ran for 14 miles from Jacobsens to Stone Elver to Mount Fox tin mines, and for most of the way was a good track for cattle or tin packed on mules. For a short distance it is very steep. Fanning for years packed supplies for miners who worked in the area. The original tin mines were located in Krugers or Red Hill area, and it was a centre of mining activity. A local store was run by a Mr. Lenard. A track ran from Krugers Hill to Hidden Valley area and was often used by Fanning for supplies to Hidden Valley. This track was a mailman's track until 1940.

MODERN METHODS: The old order has passed and a fine network of roads now radiate throughout the area. Between Townsville and Ingham there is now a sealed bitumen road while a fine metal road over Mount Fox and the range allows the ascent to be made by car and truck. Mount Spec now boasts of all weather bitumen road up the Range providing a second means of good access to the principal centres of the Kangaroo Hills district. It is difficult to realise while travelling now in comfort over these roads the trials and tribulations of the same journeys not so long ago.

FOLLOWING THE BLAZED PATHS.

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

THE CARDMELL GAP

A brief outline of place-names providing
the background setting for

EXERCISE MIGHTY, 1961.

THE CARDWELL GAP

The first combined tactical exercise for officers attached to the Second Battalion, Royal Queensland Regiment was held in Ingham/Cardwell Range area over the weekend October 7/8 1961. Eighty-five officers from centres between Gladstone and Cairns took part in the exercise. It was the first time the battalion had staged a joint manoeuvre for officers since the unit was re-organised as a pentropic unit. The exercises were under the personal direction of Colonel I.M. Hunter, C.V.O., M.B.E., the Commanding Officer of the Regiment.

It is not intended to provide the complete history of the area for that is not within the scope of this story, but it is interesting to recall some of the origins of the names of places which provided the background of the Exercise.

The first road from Cardwell to the Herbert River district was by way of Dalrymple Gap. The opening of this road has already been described. A bridle track which was later formed into a dray road was cut from Cardwell to the Herbert River district by way of the present Cardwell Gap, then known as Victoria Pass. This road, followed approximately the same route as the present Cardwell to Ingham road, and was trafficable either by horse or dray. It was opened by October 1872, and obviated the necessity for using the steeper route over Dalrymple Gap. One of the earliest V.I.P.'s to use this road was the Governor, the Marquis of Normandy when he paid an official visit to the Herbert River District.

- | | |
|----------------|--|
| Cardwell Range | Named after the Rt.Hon. Edward Cardwell M.P., later Viscount Cardwell. |
| Conn's Creek | Named after a selector there, W. Conn, who with his wife, Elizabeth was murdered there in 1875. |
| Gairloch | Name of MacKenzie's sugar plantation of the 'seventies. Named after their home in Scotland. |
| Seymour River | Probably named after the Commissioner of Police. |
| Mt. Gardiner | Named after F.C. Gardiner, one of the early settlers in the district. Ingham now stands on land previously owned by F.C. Gardiner. |
| Mt. Cudmore | Also named after one of the early selectors. |

LOCAL ARMY UNIT PATROIS PROBES NEW JUNGLE TRAINING AREA.

During the week-end of 19/20 August, 1961 patrols from the Ingham Detachment carried out widespread recce activities to seek new information about the area. The Cardwell Range was the focal point and the Detachment carried out three main tasks.

The first was the clearing of the old Cardwell Gap road. A patrol led by Sgt. Sanderson carried out this task. The formation and drainage work along this road was found to be still in a fair state of repair. Sterling work was carried out by the Patrol's clearing party, Ptes. Cundell, Cutting and Warren, who cleared a track through dense lantana infestation.

Second patrol covered a recce of Mt. Cudmore. This patrol was led by Lt. Gardner and replotted an old road around the Range. At one stage the progress of the Patrol was disputed by an 18ft. rock python which strongly objected to being disturbed. The patrol probed and noted the various approaches to the Cardwell Gap area.

Third activity involved the location of an alternate Range Crossing. The pathfinding section of the Detachment, led by Sgt. Maskell, carried out this task and blazed a new crossing over the Cardwell Range. The patrol followed a branch of Arnot's Creek to its headwaters and then struck North across the Range to the headquarters of Sunday Creek. The patrol struck very heavy going through thick jungle on the northern slopes of the range but by careful probing was able to locate a series of spurs which provided a reasonable alternate route.

The patrol throughout its journey was rewarded by magnificent vistas of the Herbert River Valley and the Hinchinbrook Channel.

FOLLOWING THE BLAZED PATHS.

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

THE WAGON TRAILS

A brief outline of some of the Wagon
Trails and a summary of various Road
Reconnaissances made in the hinterland
for:

ANNUAL CAMP - 1962

FOLLOWING THE WAGON TRAILS BACK.

The story of the wagon trails through the country inland from Ingham reads like a romance, for interwoven with it are tales of the coaching days, of gold escorts, of miners and the pioneers who lived along these forgotten roads - the highways of yesteryear. It is an essential part of our history for it is by these rough roads that the pioneers blazed all through the back country as they followed in the footsteps of the pathfinders to open up the vast hinterland of Ingham. What wonderful animals were the horses and bullocks of the carrying days of old. We will never see the likes of them nor the men who drove them. The roads they followed are now forgotten. In imagination we will follow these blazed lines once again.

THE GEORGETOWN TRACK

To the West and the Gulf over Harvey's Range.

The old road to the West from Townsville in the late sixties and early seventies was by way of Harvey's Range, the Burdekin River at Dalrymple, then via Nulla Nulla to Cargoon over the rough basalt country to Mount Emu and so on to the Gulf of Hughenden in the west. Townsville was the main Port of entry and here the carriers marshalled their teams. The Belgian Gardens (first called German Gardens) was their chief camping ground and at night the area was lit by many campfires as the teamsters prepared for their long journey.

After leaving Townsville they crossed the Bohle River and camped at One Mile Creek at the foot of the Harvey Range. Often they were held up for weeks by wet weather for Harvey's Range at its best was a severe test for the teams. Particularly favoured, was the slow moving bullock team drawing box wagons loaded with eight tons of stores. On Harvey's Range, in the early seventies, carriers often joined forces and it was not unusual to see two big draught horses in the chains with twenty or more bullocks yoked in front of them. The bullocks were the best because they held on and would not let a wagon roll backwards as the horses often did. The horse teamsters had to chock their wheels every few yards to let the horses get their second wind. The old wheel ruts and blazed trees besides washed out tracks, can still easily be followed.

By Harvey's Range Road, in the 1870's, rushed the hundreds of

men and women to the Etheridge and Gilbert diggings from the coast. Old newspaper reports tell us that in November 1869, fifty teams were on the road, there were hundreds of horsemen, people in 'titled' carts and swagmen. The heavy wet season of 1870 caught them unawares. A tremendous flood in the Burdekin on 27th February, 1870, almost destroyed the township of Dalrymple. Three thousand people on the goldfield were reduced to near starvation. As soon as the wet abated, 500 pack horses were struggling through the boggy country, over slippery mountain tracks, across raging rivers, with urgently needed supplies. With the onset of dry weather, the rush to the Etheridge mounted. Georgetown was founded and named after popular warden, Howard St. George.

At the top of the Harvey's Range was Rolfe's Hotel, where teams could rest for several days on good feed. The timber on the top of the range consists of yellow stringy and ten miles further back of iron bark. Mrs. Fryer whose late husband, Ted, had a grazing property known as "Table Top", is still living there, and has reared a large family. Mr. Fryer went into sheep for some time, but then back to cattle raising and the family still carry on. The climate is very cool in the winter but pleasant in the summer.

After leaving Thornton Gap, the road descended gradually to Keelbottom Creek where a man named Chisholm had a hotel. The creek was followed down to the crossing of the Burdekin and the township of Dalrymple, now long defunct, was on the opposite bank. It was quite an important township in the very early times before Charters Towers.

The Burdekin was wide and deep at the Dalrymple Crossing, deep sand in the dry season and boggy if there was water. In flood time, it would hold up teams for weeks. The teams bound for the Gilbert and Etheridge Goldfields, turned off to the northwest at Dalrymple. The road to Hughenden and the west was very rough with big basalt boulders and ledges. In places, the road was so rough that teams could be heard coming for miles as the wagons bumped and rumbled over uneven basalt which played havoc with spokes and wheelboxes.

The old road, the carriers followed, bristled with difficulties and dangers not realised today. What hardy men they were, and what hardy teams they had. Shrouded in the mists of time, in fancy we can

see these toiling teams, those gallant horses and staunch bullocks pulling their hearts out on their long cruel track over the ranges, and at the river crossings, the sturdy bearded men striding by their sides, the thunder of their greenhide whips coming echoing to us down the years.

ARGENTINE MAIL TRAIL was another extensively used trail, and in 1907, this was how the service was maintained:

Each Monday, a two horse coach would leave Ravenswood Junction (now Mingela on the Townsville/Charters Towers Road), passing through the Mt. Success mines, then on to Fanning River Station where horses could be changed.

Next stop was the Fanning River diggings, then on to the sprawling Dotswood Station where horses again were changed. From Dotswood, the coach continued to the Keelbottom Copper Mines. This was one day's travel, involving three teams of horses. After an overnight stay at the Keelbottom, the coach left on the Tuesday morning for the Argentine, a silver centre of the Star Field.

At the Argentine on the Thursday morning, the Ravenswood Junction mailman, Maurice Quinn would hand over to the Ewan mailman, Tom Ramsay, mail for the Kangaroo Hills field. Ramsay ran his section of the service with pack horses. He travelled to the overnight stay at Ewan and left again for the Argentine arriving on the Thursday. The present Mingela/Dotswood Road now follows this track.

DALRYMPLE TRAIL was also used quite extensively. Teamsters used this trail to take in supplies from Cardwell to Valley of Lagoons and the other inland stations. This Trail was also used as a stock route and cattle fattened on the Mount Fox tablelands were taken to the coast.

With the event of the Mount Spec and Mount Fox Range roads these trails generally passed back into the bush. New roads were developed to cater for motor transport and today the whole area is covered with a network of roads and bush tracks.

The old wagon trails are still discernible in many places. The familiar blazed tree still stands, like a silent sentinel pointing the way to an era now forgotten.

GHOST TOWNS OF THE PAST

ARGENTINE

If you mention the name of Argentine to the average man he will undoubtedly think about a country in South America, but before the turn of the century there was a promising mining centre in North Queensland by that name.

The township of Argentine was named by its discoverers in 1881. It is on the Dotswood Station run about twenty miles north of Thornton Gap. Besides being a mining centre it was a favourite port of call for carriers travelling to and from the coast to the Gilbert and Etheridge goldfields. About 50 years ago, silver lead mines were opened up around Argentine and the ore was carted down Harvey's Range and shipped at Townsville. The silver lead deposits at Running River also attracted a fair population.

The whole of the country between Argentine and Ewan was full of minerals such as gold, tin, copper and bismuth.

Faulkner's gold crushing plant was only six miles away, well supplied with auriferous stone, and going constantly for a considerable period. Then at some greater distance there were the alluvial fields worked by white men and Chinese.

In the old days, there was a weekly mail service from Townsville and another from the Ravenswood Rail Junction (now Mingela).

During the first world war period and afterwards when the price of metals was high the mines might have been re-opened, if the present means of communication had existed.

It is noteworthy that at the present time attention is being paid to the Running River lodes and with a rise in the price of metals, the Argentine should again come into prominence.

The Argentine township was situated about fifty miles southwest of Ingham. It had a hotel and store conducted by A.E. Campbell.

EWAN.

At the commencement, the place was called Moss Vale, but at the request of the Postal Authorities this name was later changed to Ewan. The township was a mining centre and several promising silver and tin mines were opened up. The distance from Ingham was estimated at about

50 miles, and from Townsville, 100 miles. Mails were delivered from both towns. The road from Townsville was through Harvey's Range, and from Ingham through Jacobson's or Fanning's Tracks. In the early days, the pack horse was freely used.

Before the turn of the century, the township boasted of three hotels. The publicans were E.C. Corbett, F. Wacklan, and Close and Fraser. The storekeepers were W. Leonard and J.T. Guanane.

A considerable amount of tin was mined in this vicinity. Of recent years, there has been a renewal of mining interest in this area, and it appears to have prospects that iron ore deposits will now be extensively worked.

The township was named after Mr. W.A. Ewan, a grazier who owned the Waterview Cattle Station and had considerable mining interests in the area.

DALRYMPLE.

In 1863, pastoral settlement was booming in North Queensland, and there was activity on Burdekin Downs, Hillgrove, Bluff Downs and other pastoral holdings to the north of the present site of Charters Towers. It was then that the Bowen firm of Seaward, Marsh and Gegne seized the opportunity of starting a hotel and store near the junction of the Burdekin and Keelbottom Rivers. The management was assumed by William Gegne who soon afterwards perished in the bush on Gain's Creek. The new township became known as Dalrymple, and Gegne was succeeded by A.C. Bailey from the Range Hotel. In 1866, William Mark appeared as proprietor, but he also embarked upon the pastoral industry. When the gold fever broke out on the Cape and in Gilbert Rivers, Dalrymple became a place of importance, and Mark rose to the occasion as a universal provider. The prospects of the locality were eclipsed by the rushes to Ravenswood and Charters Towers.

The township suffered severely during the disastrous flood of 1870, and never recovered. It was named after George Elphinstone Dalrymple, a noted explorer and surveyor.

OLLERA MINES

In recent years we have heard very little about the Ollera Creek mines, which were situated about three miles west of Moongobulla. Just sixty years ago the mines were opened up for the production of wolfram. In

1904 there was something of a boom, on account of a rise in metal prices and the output for that year was worth over £5,300. Although the operations were not extensive, it seemed that a permanent field had been opened up. However, production depended on the prices of wolfram and molybdenite. With reduced production the Ollera mines carried on till the war years and the total production until 1920 was shown to be 214 tons of wolfram sold for £23,309 and 22 tons of Molybdenite for £7,610 and about £1600 was realised from bismuth and bismuth-wolfram.

At the entrance to Ollera Creek on the seacoast was then quite a miniature seaport and small sailing boats from Townsville conveyed goods for the settlers and returned with a cargo of ore from the mines.

For the past forty years the mines have been neglected but now that there appears to be a more stable market particularly for molybdenite there appears to be a revival of interest. It is certain that the wolfram and molybdenite persists to a depth, and with modern machinery these mines could again become a payable proposition.

THOUSAND MILES COVERED IN ARMY SURVEYS

Series of Weekend exercises saw members of the Ingham Detachment traverse almost a thousand miles to check the going of hinterland roads, the conditions of various river crossings and suitability of various access routes to Mount Fox from Charters Towers.

In their surveys the Army Recce Team retraced many of the old wagon trails that provided the original access to the area.

Two major Reconnaissance routes were traversed.

The first was to Charters Towers via the Burdekin. This route traversed a wide range of country ranging from dense jungle scrubs and oak forests to broken hilly country, heavily and lightly timbered and open featureless plains.

The route covered during the Reconnaissance took the Recce team from Ingham to Mount Fox, Kangaroo Hills, Camel Creek, Burdekin River, Greenvale, Clark River Telegraph Station, where a second crossing was investigated - Myall Homestead, Maryvale, Bluff Downs, Breddon to Charters Towers.

An alternate Route was also successfully reconnoitred from Charters Towers to Mount Fox via Mingela, Dotswood and Ewan. This route follows some of the original Mail Coach Trail. Many of the side tracks were investigated. One of these, the old track from Paluma into the Star River severely tested the driver's ability in cross country driving.

The track after following a series of spurs drops steeply into the Valley. One of the Army drivers who drove a Land Rover over the route described the drop as being "like the side of a house".

The Reconnaissances were made in Army Landrovers to provide up to date information regarding the present conditions of hinterland roads in preparation for the 1962 Annual Camp.

Appendix "A" to Road Reconnaissance Report
INGHAM/CHARTERS TOWERS.

SERIAL	SECTION	REMARKS	G RADING	DISTANCE	REMARKS
1	INGHAM-MOUNT FOX	Bitumen road to STONE RIVER good gravel surface to MOUNT FOX.		38 miles	MT. FOX Range steep section WINDY GAP to top of range.
2.	MOUNT FOX-KANGAROO HILLS	Good gravel surface graded in Sections		17	DOUGLAS River Dry - Flows only after heavy rains.
3.	KANGAROO HILLS - BLUE RANGE	Good surface recently formed heavy dust surface in sections		34	This section was not traversed on recce as it was previously covered.
4.	KANGAROO HILLS - CAMEL CREEK	Good surface formed and graded in sections		18	Care should be exercised for stock on road.
5.	CAMEL CREEK - GREENVALE	Good bush track - hard surface formed in sections		37	Dry Section - Permanent water BURDEKIN River.
6.	GREENVALE - CLARKE RIVER STATION	Fair bush track - hard surface This section required a considerable amount of gear change		41	Route followed inland telegraph line for major part of route.
7.	CLARKE RIVER - BLUE RANGE	Good road - recently graded		4	Permanent water in BURDEKIN River.
8.	CLARKE RIVER - NYALL H.S.	Recently graded road - Heavy dust surface in sections		28	Steep approaches to CLARKE RIVER.
9.	NYALL H.S. - MARYVALE	Good hard surface with dusty sections		12	Care should be exercised crossing built up cattle grids.
10.	MARYVALE - BLUFF DOWNS	Formed and constructed throughout most of this section		24	Permanent water FLETCHER Creek.
11.	BLUFF DOWNS - CHARTERS TOWERS	First class road - road improvements being carried out.		68	Return trip made Via Townsville.

Appendix "B" to Road Reconnaissance Report
INGHAM/CHARTERS TOWERS.

SERIAL	SECTION	GOING	DISTANCE	REMARKS
12.	SELLHEIM - MINGELA	First Class Road - Bitumen Surface	18 miles	Main Inland Highway.
13.	MINGELA - DOTSWOOD	Formed Road, good gravel surface	34 miles	Previously covered.
14.	DOTSWOOD - LARUNA	Good bush road formed and graded in sections	33 miles	New road through PALL MALL Springs and PAYNE LAGOON. Not shown on map.
15.	LARUNA - EWAN	Good bush road, sandy crossing at LASSIE (GRANITE) CREEK.	24 miles	LARUNA HOMESTEAD not shown on map located (Map TOWNSVILLE) M.R. 400575.
16.	EWAN - MOUNT FOX (Via MOUNT CLARO)	Recently graded road with exception of approximately ten miles of bush track.	27 miles	Road rises steeply from OAKLEY CREEK to CAMEL HUMPS to KALLANDA.
17.	EWAN - MOUNT FOX (Via KRUGER'S HILL)	Section to ELCKS graded. Remainder bush track.	23 miles	This track is used by mailman a weekly run in Land Rover.
18.	MOUNT FOX - HIDDEN VALLEY (Via KRUGER'S HILL)	Bush road previously used by timber trucks.	12 miles	This section not traversed.
19.	HIDDEN VALLEY - PALUMA (Via SWAMP CREEK DAM)	Formed road with some scourings.	23 miles	Used during 1961 Camp.
20.	PALUMA - MOUNT SPEC TURNOFF	Curving Range Road - Bitumen Surface	11 miles	Careful watch should be maintained for timber trucks.
21.	EWAN - PALUMA	Formed Road recently graded.	34 miles	Road forms part of GREGORY HIGHWAY.
22.	EWAN - NEW MOON	Recently graded road	8½ miles	Sandy bottom BURDEGIN River limits crossing to four wheel drive vehicles.
23.	EWAN - BLUE RANGE	Bush road with sections flat graded	32 miles	Route not traversed this recce.

APPENDIX "C" Road Reconnaissance Report
 INGHAM/CHARTERS TOWERS.

SERIAL	SECTION	GOING	DISTANCE	REMARKS
24.	PALUMA - STAR BASIN	Five miles to turnoff TARAVALE. Old Jeep track leaves TARAVALE ROAD and drops sharply over steep grade to BASIN.	24 miles	Use of track limited to Land Rovers with experienced drivers.
25.	STAR BASIN - STAR H.S.	Bush road with sandy crossings over BIG STAR and LITTLE STAR RIVERS.	16 miles	Permanent Waterholes along STAR River.
26.	STAR H.S. - DOTSWOOD	Good road graded in sections	26 $\frac{1}{2}$ miles	Station owner drives late model Zephyr to CHARTERS TOWERS over this road.
27.	DOTSWOOD - THORTON GAP	Sections overgrown, with washed out creek crossings.	22 miles	Road built by Army during War years has had little use since.
28.	THORTON GAP - KULBURN	Formed road graded throughout most of length	12 miles	Previously covered.
29.	THORTON GAP - STAR H.S.	Bush road for first section then follows stock route through ARGENTINE	26 miles	Limited to four-wheel drive vehicles.
30.	STAR H.S. - LARUNA	First seven miles cross country, bush track remainder good road.	15 miles	Connects with LARUNA - DOTSWOOD Road at STAR RIVER Crossing.

ARMY RECCE PROVIDES A VALUABLE ROAD LINK

Jacobson's Track re-opened by members of the Ingham Detachment some time ago is now open to vehicle traffic. Recently an Army Reconnaissance team from the Ingham Detachment completed the survey of the Track and it is now possible for four-wheel driver vehicles to travel from Ingham to Ewan over Jacobson's Track.

Jacobson's Track is located approximately twelve miles southwest of Ingham. It crosses the Seaview Range behind Mount Jacobson and was one of the earliest access routes between the hinterland and the coast.

Current work by the Forestry Department has provided access to Jacobson's Track from the Francis Creek Forestry Road. Connection to Hidden Valley is made over an Army Jeep road used extensively during the 1961 Annual Camp. The Gregory Highway provides access from Hidden Valley to Ewan.

The revival of Jacobson's Track is being watched with interest. During the mining boom of Ewan at the end of the last century, it provided the main access for the miners to bring in their supplies and to pack out mining products. Although over eighty years old, the original track is still clearly discernible as it weaves its way through scrubs and open forest country.

Jacobson's Track provides a direct route from Ewan to Ingham and reduces considerably the travelling time and distance by almost thirty miles.

FOLLOWING THE BLAZED PATHS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

MYSTERY SPOTS AROUND MOUNT FOX.

VOLCANIC RELICS AND WEIRD CAVES

ANNUAL CAMP, 1961.

MYSTERY SPOTS AROUND MOUNT FOX

Army Unit Reconnaissance Patrols have found the range country around and behind Mt. Fox full of natural history interest.

Reconnaissance patrol visits have been made into the area by members of the Ingham Detachment 2nd Royal Queensland Regiment in connection with preparations for this years Annual North Queensland C.M.F. Camp.

Patrol visits already made have located fine examples of aboriginal art. Caves have been seen and the patrols have penetrated into an area containing the remains of a petrified forest. The petrified logs retain their natural grain and colours. Other areas visited have been found to be inhabited by colonies of rock wallabies and tree kangaroos. In all, a truly fascinating area.

EXTINCT VOLCANO

Without a shadow of doubt the most awe-inspiring sight on the Mt. Fox plateau is the huge crater which dominates the countryside. Mt. Fox is a perfect example of an extinct volcano. Its summit, 2,870 feet above sea level, is a truncated cone, with an area of two to three acres, the depression forming the crater surrounded by a rim about 15 feet high and breached on one, the eastern side. No trees grow on the sides of the cone, as the lava is still too fresh to have decomposed into soil. It is regarded as the youngest of the mainland volcanoes and was apparently still active during the time of the early aborigine. To the energetic who manage to climb to its summit, it provides a rewarding sight of scenic grandeur.

ROCK PAINTINGS

In a secluded cave on a rock-strewn slope in rugged country south of Mt. Fox there are some extremely good examples of native drawings. The drawings generally are in an excellent state of preservation, particularly those which are located in the cave, and have not had to withstand the ravages of the weather. Several of the drawings on rock surfaces outside the cave have faded. Two colours, red and yellow ochre predominate, although several of the designs are in black and charcoal.

The drawings illustrated, depict a varied range of subjects, both human and inanimate. Several designs appear to be a totemic character. Animals include the Lizard, the platypus and what appears to be the emu, are clearly portrayed. Weapons include the Boomerang and axe. The predominating motif appears to be half-circles and grouped straight and meandering lines.

The cave itself, opens onto a ledge surmounted by a huge overhanging rock. Supporting the inner cave are several rock pillars. The native artists have attempted some type of interior decorating, for the pillars are encircled with various bands of colour.

The view from the cave is breathtaking. A vast expanse of bushland and rugged hills are stretched out in majestic grandeur. It is very easy to visualise the cave as a rendezvous where in ancient times natives practised their weird and mystic rites.

TREE CLIMBING KANGAROOS

In the region in the vicinity of what is known as the Bluff there is a colony of one of the most fascinating of the Australian marsupials, the tree climbing Kangaroo. Many people find it difficult to believe that ground hopping animals could not only climb trees but be very much at home in the branches. However, the Mount Fox district and the mountainous jungle country surrounding the Herbert River are the home of one of the two varieties found in Australia.

Carl Lumholtz, a noted Norwegian naturalist was the first white man to see the Lumholtz tree-kangaroo called Boongarry by the cannibal blacks who guided him to its haunts. His account stated that although the animals were not uncommon they were difficult to secure, preferring the highest and densest scrubs. The flesh of the Boongarry was greatly regarded as food by the natives.

The first indication that there were tree climbing kangaroos in the vicinity was in the presence of a claw scarred tree. The scratchings were made by the powerful claws of the kangaroo as apparently in schoolboy fashion, slide down the trunk, its claws acting both as grippers and breaks.

These essentially forest loving creatures are still in evidence and its reassuring that their haunts are generally in such isolated regions that their survival seems assured.

THE PETRIFIED FOREST

There is a remarkable region of what was undoubtedly a forest, of petrified trees located on the Mount Fox plateau. It is a legacy from the prehistoric times. Deposits of petrified wood may be found in its vicinity.

The geologist accounts for the origin of the petrifications by supposing that a noble forest was overwhelmed by a volcanic outburst. The volcanic material packed in around the trees both standing and fallen. As fast as the vegetable tissue in the wood decayed, its place was taken by mineral matter.

The petrified wood retained much of its original shades and colours and the delicate grain work makes it possible to identify the various types of timbers. Much of the forest still lies buried deep in volcanic soil, but where weathered by countless ages of rain and wind, the softer volcanic material has been carried away by water. Portions have made their way to the surface.

Many stumps of this prehistoric forest are still clearly discernible and strewn throughout the area lie remnants of trees of all sizes completely petrified from the central log to the outer bark and smallest twig.

NATIVE WELLS

The country around Mount Fox is generally well watered with a number of permanent springs. The country further West however, is not so fortunate and particularly in the dry season and in severe summers water could be a problem.

The ability to find water was a matter of life and death to the aboriginal. In this regard of necessity he developed an uncanny ability. He would however, only drink from water he knew to be good or flowing, otherwise he dug a hole beside the pool and drank the filtered water.

Some wells are known to be up to twentyfive feet in depth. Some good examples of native wells are to be found in conglomerate country around Camel Creek. The wells are normally very hard to find, for the native being very particular about his water supply, would cover the wells with branches or rocks to prevent animals fouling them. Some of the wells appear to have been dug or scooped out but, generally they are natural rock holes with a large rock sealing their entrance.

The natives kept the locations of their wells a jealously guarded tribal secret.

ROCK WALLABIES

A particularly interesting sight on Wallaby Hill, was the colony of Rock Wallabies, which inhabit the rock-strewn outcrops throughout the area. These beautiful small Wallabies owing to their rock-dwelling habits, naturally, have developed modifications of the hind-feet and tail, which distinguish them from all their Wallaby brethren.

The tail, assisting as a balancer and "rudder" for the agile creatures, is slender and usually brushy or tufted at the tip, instead of having the large base, characteristic of the scrub-wallabies and kangaroos, which use the tail as a lever when moving slowly and as a balancer for speed. The hind-feet are especially well padded, and the soles are strongly granulated to prevent slipping after long leaps, or when scurrying along rocky tracks polished by the feet of countless generations. The agility of rock-wallabies in their native haunts is astonishing. Probably no other creatures could perform such daring leaps in rocky country without bringing the fore-limbs into action. One startled creature in a four bound leap cleared about eighty feet of the slope of the hill. Like most of the family, they lie up during the hottest part of the day, although the coldness of their haunts usually drives them out for a sun-bath in the morning and late afternoon. Many a lonely traveller must have been cheered on his way by the little sun-bathers sitting bolt upright on rock spurs and silhouetted in the glow of the setting sun. At such times the "rocky" may trust to colour protection and remain still with its sprite-like face gazing intently, but disappearing in a flash when fully alarmed. If their haunts are quietly invaded an inquiring "Thump! Thump!" of feet is often heard, something like the signal used by rabbits; if no answering thump is heard one may be sure the little inquirer and his mates are on the qui vive for retreat.

It is usually impossible to follow them as they have favourite tracks leading to safety, although once within the cave haunt they will lay quietly and allow a close approach, which makes them easy prey wherever wild dogs occur. In spite of their great agility, rock-wallabies are also victims of very sluggish enemies. Their haunts are usually inhabited by large carpet snakes and pythons which easily capture young or less powerful animals. The sense of self-preservation is not very acute unless thoroughly 63

alarmed, although the males are extremely pugnacious and will harass and kill new companions in captivity.

Grasses are eaten, but all rock-wallabies can live on foliage, bark, and roots in dry times, so that they can go without water for long periods when there is no rain to fill their rock-pool fountains.

THE WALLAMAN FALLS

It has been well said that there is no need to travel beyond our own country to see scenery at its best and in all its glory. And it seems that there is little need to leave our own part of the Commonwealth in search of nature's beauty spots. There are many places within easy reach of Ingham, which prove this conclusively. One such spot is the Wallaman Falls.

These falls are situated on the Seaview Range in Stoney Creek, a tributary of the Herbert River about 25 miles west of Ingham. Having a sheer drop of 910 feet, the Wallaman Falls have the distinction of being the highest sheer drop of any waterfall in Australia, and as far as is known they are the third highest of any in the world. Within a mile of the main drop there are three other smaller falls which give additional grandeur to the scene. Apart from the magnificence of the main falls, the place is well worth a visit on account of the splendid panorama of the gorge and its surroundings. This view has been acclaimed, by those who are competent to judge, as surpassing many of the better known scenic points in the Commonwealth.

The Wallaman Falls occur at a point where Stoney Creek, after leaving the Seaview Tableland, drops precipitously to the coastal plain to join the Herbert River. In the course of years a canyon has been worn down by the waters, forming a basin with walls on three sides over 1,000 feet high. The top of the Falls is reached by a track from the terrace above - a track which may be negotiated with little difficulty. Standing on top of the main falls the sightseer looks down the gorge towards the Herbert River and beholds a scene which is indescribably magnificent. From east to west there are immense walls of rock, varying in colour from bright red to deep brown. These cliffs are surmounted on the east by the soft green of the forest and in the west the rocky formation stands out boldly against the horizon. To the North, the great walls merge into the luxuriant scrub softening into the blue of the sky in the distance. Behind are two smaller

falls, which would on their own be enough to complete admiration, but fitting into the whole scene they add emphasis to its beauty and grandeur.

The attractiveness of the scenery is enhanced by the number of varying views of the Falls themselves, which may be obtained from different points. Viewed from the east the top of the gorge is particularly flat, lightly timbered and covered with bracken fern. This view shows off the Falls in all their glory, from crest to pool.

At another point the Falls stand out boldly in the centre of the picture; and from yet another they are set off by a jutting rock and framed here and there by the branches of trees growing along the side of the gorge. Because of the height and the change in course taken by the water, series of rainbows are observed as the wind plays upon the cascade of water. On the western side of the gorge similar views may be obtained, if one is keen on attempting the more difficult path. On this side, the walls are especially steep and within a few yards of the Falls themselves, the sightseer with sufficient nerve and good balance may look down to the pool below. The great height is well demonstrated by the dropping of a stone from the top into the pool below; disappearing momentarily from sight, it breaks the surface of the water with a foamy splash, followed shortly after by the detonation, similar to the crack of a gun, signalling its impact with the water.

If the sightseers are energetic enough they can get down to the bottom of the Falls, by climbing down the gorge. The descent is very difficult and not without danger in places. Those who have made the trip have no regrets and aver that it was well worth the time and trouble. Once at the bottom of the gorge, nothing could bring home more forcibly to man his own insignificance than to stand by the pool and look up far above him to the top of the towering cliffs. The views from on top may be proclaimed as magnificent and marvellous but these are surpassed entirely by the splendour and the rugged grandeur of the kaleidoscope looking up from the bottom of the canyon. Ancient man would certainly worship such an awe inspiring sight. At this point, one is struck by the din made by the spraying waters as they reach the pool; so like in effect to the pounding torrential rains on an iron roof, that ordinary conversation tone of speaking is out of the question, and ideas and appreciation of the scene have to be communicated by shouting at a distance of even a few feet.

Wallaman Falls are becoming very popular with tourists. Recently, members of the Ingham Junior Farmers' Club completed the last stage of the road and this was opened by Mr. J. Murray, M.B.E., M.H.R., in 1960. The camping grounds situated about two miles from the Falls, with an abundance of water and several crystal-clear swimming holes adjacent, are becoming one of North Queensland's most popular holiday resorts.

Although 25 miles from Ingham, as the crow flies, Wallaman can only be reached by a circuitous route, which is approximately 60 miles in length. This road, however, is not without interest, as it passed through rich sugar pastoral and timber country; the many sugarcane farms on the first stage of the trip out, engage the attention of the traveller, to be succeeded by the pastoral scenes on the cattle stations of the hinterland, giving away, in fury to the forests on the range. On this third stage, the traveller must expect to meet with the huge trucks hauling newly won logs to one or other of the sawmills operating in that locality, and he will observe by the roadside huge "sticks" awaiting transportation to the millers' benches. Added to this, he is rewarded by the fine panorama, from the Mount Fox road, of the Stone River, as it winds its way through the pattern of sugar farm lands to join force with the Herbert. Passing through more scrubland, the junction of the Kangaroo Hill and Oakhill roads bring the traveller to more pastoral country. Shortly after leaving the Mount Fox Post Office, the mountain (2,700 feet) is seen to the West; this mountain is an extinct volcano, with a grassy crater on top, deep enough to secrete a fair-sized dwelling. The last thirteen miles of the journey is through typical timber country, along a track used only by the timber-getters and tin miners. Following the route indicated by well-blazed trees, the camping ground is reached and from there he who seeks the glories of nature will obtain his rich reward in the splendour and magnificence of Wallaman Falls.

PLACE NAMES OF THE AREA AND THEIR MEANING

WALLAMAN FALLS - Local aboriginal name meaning "that Water"

SEAVIEW RANGE - Named by Dalrymple in 1863 because he saw the Pacific Ocean from its summit.

FOLLOWING THE BLAZED PATHS

2nd ROYAL QUEENSLAND REGIMENT
INGHAM DETACHMENT

MOUNT FOX BACKGROUND.

History of Mining, Pastoral and
Timber activities of Mt. Fox and
Hinterland, providing background
setting for

ANNUAL CAMP, 1962

by R.L. Shepherd.

Extending back from the Seaview Range which bounds the Herbert River coastal plain section, rolls a tangle of ranges, hills, deep gorges, volcanic outcroppings and granite plateaux. Largely rain shadow country, it has been known since the beginning of European penetration in the late 1860's as the Kangaroo Hills. To the north, it merges with the Garrawalt Creek-Oak Hills Country. To the south, it merges with the Mount Spec mountain jungle country. To the west, it extends to the purely pastoral country around Blue Range.

Dominating the fascinating complex of different types of country is Mt. Fox - a perfectly-preserved volcanic cone. General level of the Kangaroo Hills area is around the 2,000 feet height. Mt. Fox volcanic cone rises abruptly from a generally level area to a height of some 800 feet.

The Kangaroo Hills name origin is obvious. In the 1860's, it was the haunt of countless numbers of big marsupials. Shooters worked it from the earliest days of European penetration for its wealth of hides and skins.

Tens of thousands of opossum skins and thousands of kangaroo, wallaroo and wallaby skins have been sold from the hills. Both red and grey species of kangaroo were plentiful and even today they still can be seen in reasonably large groups in several sections.

As an area rich in game, the Kangaroo Hills naturally had a large Aboriginal population at the time of European arrival.

The explorer Ludwig Leichardt passed along the western limits of the Hills area in May, 1845. On May 3, 1845, he discovered an extensive valley with a chain of large lagoons and lakes connected by a reedy brook following the outlines of a tableland at the foot of the steep slopes. Leichardt named it "Valley of Lagoons".

Of it, he wrote: "From the top of the Hills, I enjoyed a most beautiful view of the Valley of the river with its large lagoons covered with Nymphaeas and Damasoniums, forming the most picturesque landscape we had yet met with."

PASTORAL SELECTION

First land selections were made in the Valley of Lagoons area in 1863. Arthur and Walter Scott and the colourful Government Administrator and Explorer, George Elphinstone Dalrymple, took up an area known as Arthur's Plain on 14th July, 1863. Another 16 runs in the general area were selected by the Scott Brothers on October 12th, 1863.

Penetration to the Valley of Lagoons by the Scotts and Dalrymple was made from Bowen (then Port Denison). Dalrymple and one of the Scotts in 1863 explored across the Kangaroo Hills to stand finally on the escarpment of the Seaview Range and look down into the Herbert River coastal lands.

In the following year, Dalrymple was appointed by the Government to select a site for a port in the Rockingham Bay area which would serve as an outlet for the Valley of Lagoons Pastoral activity.

The settlement he founded became Cardwell, and in opening a route from the coast to Valley of Lagoons in 1864, Dalrymple became the first European to cross the Herbert River Valley.

Dalrymple and the Scotts undoubtedly were the first Europeans to see the volcanic cone to become known as Mount Fox. The cone was formed by the last active volcano on the Australian mainland. The cone is in an area marked by a general absence of low cloud but Aboriginal legends at the time of the arrival of the Europeans still referred to the cone as "Mountain of the Mists". The mists could not refer to anything but the volcanic smoke. Two aboriginal names survive as applicable to the cone. The aboriginal name now generally given to the cone is Yellerai. The word means "a lake on a mountain."

It refers to the fact that before a lip of pumice on the eastern side of the top of the cone was broken down, water had been collected on the top of the mountain. The other name is "Woongoomully". According to the Aboriginal legend, this was the name of a dwarf who guarded the top of the mountain. The cones popular name of Mount Fox was gained in 1873.

In that year, F.C. Gardiner, one of the early selectors of Herbert River coastal lands sold some of his land to the would-be plantation owner, W.B. Ingham, who was to give his name to the town which later developed.

With the proceeds, Gardiner bought four blocks which had been opened at the top of the Seaview Range. Gardiner sent for his nephew - a man named Fox - to come from Adelaide to manage the new property. It was after Gardiner's nephew, that the cone's name Mount Fox was derived.

These blocks shortly afterwards were consolidated to form the Mount Fox Holding which was taken up on January 5th, 1875 by John and Christopher Allingham. The Allingham family had the earliest connections with the Burdekin lands.

The Kangaroo Hills pastoral holding was taken up by Johnstone Allingham who also selected Muralambeen property in the Ingham District.

Between 1875 and 1886, the Mount Fox holding lease was transferred twice within the Allingham Family as a result of deaths.

On February 4th, 1887 the Mount Fox holding was consolidated in Kangaroo Hills. Scott brothers held the Valley of Lagoons holding until about 1900, when it was acquired by R.L. Fenwick. Fenwick with a partner, took over the Kangaroo Hills Holding in 1891, but the lease was forfeited in 1901. In July, 1905, anew lease was granted to L.O. Micklem over the Kangaroo Hills Holding. In the following year, Micklem also acquired Valley of Lagoons. In 1908, Micklem transferred the Kangaroo Hills Holding to a C.G. Barnes and in 1919 a further transfer returned the Holding to the Allingham family who still retain it. Micklem, however, retained Valley of Lagoons until 1930, when it was transferred to James Simpson Love. The present Valley lessees are A.W. Fadden and the Queensland Trustees Ltd. as Executors of the will and codicil of J.S. Love. Other properties whose histories have provided part of the history of the Kangaroo Hills area have been Blue Range, Camel Creek and Christmas Creek. Members of the famous McDowell family have been closely associated with the area as have members of the equally well-known Atkinson and Love families. The Name Kangaroo Hills has been applied not only to the pastoral holding, but also to the much larger mineral field. The Field became one of Queensland's major tin producing areas around the latter part of last century and into this century.

COURSE OF THE MINES

The discovery of stream and lode tin on Kangaroo Hills resulted from the impetus given to tin prospecting by the opening up of Herberton. The exact date of the first discovery is not known, but it was not much before 1883 when a production of 10 ton tons of alluvial tin was recorded.

The original prospectors are said to have been Messrs Naven and Regner. Early attempts to raise capital for development of the lodes failed, and for some years there was only a small production of alluvial tin around the newly-formed township of Kallanda. In 1899 a Company styled Waverley Tin Mines Ltd. was formed to acquire leases and erect a 10 head battery and treatment plant on Oakey Creek to recover lode tin. After a promising start in 1900, difficulties were met in raising further capital. A new Company, New Waverley Tin Mines N.L., was formed, but again struck trouble in inadequate water supply and inability to find sufficient ore to keep the battery profitably employed, the ore shoots in their Guy Mannering and other leases proving mostly small and patchy.

In 1903, after crushing 8,400 tons for nearly 400 tons of black tin, the Company let the mines on tribute, but finally closed the mill in 1908 because of unprofitable operations. Subsequent mining around Waverley has been on a small scale to very shallow depths.

At the beginning of the century, several other companies were formed to acquire tin lodes in the same area, but little work was done except by the Kangaroo Hills Tin Mining Co. on freeholds north of Oakey Creek in which again the shoots proved small and patchy.

At the 15 Mile Creek north of Kallanda, a buried tin bearing lead was first worked about 1902, but little progress was made because of shortage of water. By 1920 an attempt was under way to work the lead by sluicing, and in 1924, the Castles Dredging Co. Ltd. was formed to introduce hydraulic sluicing, using water pumped $2\frac{1}{2}$ miles from Oakey Creek. The water supply proved quite inadequate, and the Company ceased operations in June, 1927 after treating 40,000 cubic yards of overburden and wash for 16½ tons of black tin in a very few brief periods. By far the greater part of production from the lead has come from small-scale underground operations on the Trial and Wild Cat (formerly Phoenix) claims. High-level tin-bearing alluvians beneath basalt at Red Hill were worked profitably for some years after their discovery sometime about 1902, and were later acquired by the Waverley Company.

A 10 head battery was erected by them to encourage local production, but worked intermittently for only a brief period in 1907-08.

In 1914, a hydraulic sluicing plant was introduced by Mr. F. Fraser but its operation proved unsuccessful because of inadequate water supply and repeated labour difficulties, and it was shut down in 1918. Most of the alluvial production around Red Hill has been from small operators.

Alluvial tin-mining at Carrawalt dates back to the initial discovery in Dingo Creek in June, 1888. Rich yields have been reported from intermittent work, which at one period employed upwards of 200 men.

Best values are reported to be on Dingo Creek, but exploitation has always been hampered by water shortage except during the wet season.

Most colourful of the original miners were the so-called barrow men. They originated in the New England area of New South Wales, and came north following the exhausting of known tin deposits there. Their name developed from the fact that they trundled their belonging up the range and into the mining area in long handled mining wheel barrows. Tunnels which they dug into the banks still are faintly visible.

Those successful in the tin finds were rewarded with land in the Freehold area elsewhere on the field.

The history of the Waverley, Red Hill and Kallanda settlements is closely connected with that of the main town, Ewan, which also had a close connection with the alluvial tin workings in the Mount Spec and Running River Area.

Ewan once had a population of close to a thousand in its town and immediate area. Today, it is barely even a ghost town.

Waverley once had 200 people, a hotel and batteries. Today, it has only two miners, a vast collection of bottles - and a lonely cemetery where two or three graves still remain, marked.

Kallanda has ceased to exist, but Red Hill survives as a picturesque semi-agricultural and pastoral settlement. Split rail fences, rich pastures and low set houses framed by thick forest provide a picture completely different to that of any other part of the Kangaroo Hills area. Isolated generally small scale mining continues in the Kangaroo Hills field. One working is close to the site of the Castle Dredging Company's lease area. The Company used the boilers of the original H.M.A.S. "Australia" to provide its power.

Water was pumped $2\frac{1}{2}$ miles from Oakey Creek to a concrete reservoir which stands today like a swimming pool misplaced in a wilderness. Centrifugal force was used to run the water the several miles from the reservoir to the sluicing site.

Today, only a few lengths of pipe and a great gaping hole some 60 feet deep and several hundred yards wide remain to show the extent of the enterprise. Area around the Castle Dredging Company lease recently has been prospected by Mt. Isa Mines Ltd. Broken Hill also have held prospecting leases over portion of the Kangaroo Hills Field and both companies have undertaken drilling programmes. The Waverley Tin Mines history typifies the uncertainty which plagued operations on any reasonably large scale in the Field. Largely Melbourne capital has been provided.

By 1905, the operations at Waverley had ceased to be profitable and in that year the Company purchased an area of tin bearing ground at Red Hill, 15 miles from Waverley where indications were that the ground would provide considerable profit. A 10 head stamper battery was erected at Red Hill by March 1907, and operations were profitable, but the profit made was utilised in unsuccessful prospecting in the Waverley home area. Work finally had to be suspended at Red Hill in 1908 owing to failing water supply and a heavy drop in the price of tin.

The Company's Annual Report in March 1909 presented conflicting reports as to future prospects by the former Mine Manager, and an outside expert and the Directors recommended winding up.

In 1908, the price for tin was 23/- per unit - a bare fraction of that applying today. The former Manager, in his report, predicted a nett profit over four years of £20,000 over proposed Red Hill workings.

He predicted a gross gain of £33,969 from 435½ tons of tin (195,000 yards at 5 lb. per yard). Total cost of working expenses was estimated at £7,312 (based on a figure of 9d. per yard). Cost of plant installation was shown at £5,000 with £1,657 allowed for upkeep of plant. In view of the Manager's proposal for a further outlay of £5,000 and the conflicting report by the outside expert as to potential yield, the Company was wound up at that stage.

New Waverley the Company concerned, had a nominal capital of 64,000 £1. shares. A total of 43,123 shares were unallotted and 20,877 shares had been called to 12/7d. Similar pattern of economic trials and tribulations applied with every other large scale undertaking including the Castle Dredging Company.

the H.M.A.S. "Australia" boilers from the dredging concern eventually were purchased by Macknade Mill in the Herbert River district.

Access to the mining and pastoral areas of Kangaroo Hills has been by way of the Stone River section of the Herbert River district. Until the 1908 period when a road was constructed, access was by way of Atkinson's trail in the main. 73

Some access was made by connections from Jacobsens, Fannings and Benham's Tracks also. Recommendations for the range road construction were made to the Lands Department by Engineer H.H. Hamley in 1907.

It was designed to give access to the Crown land on the plateau on the top of the Seaview Range and in the vicinity of Mt. Fox itself and also to connect with the existing tracks to Waverley and Ewan.

His recommendations were followed and ascent of the coastal aspect of the range was made by a series of hog-backed spurs until within the last 600 feet when the grade became abrupt.

Access to the Mount Fox area continues to follow this route and the road has been improved following the development of a timber industry in the Mt. Fox area in post World War II days.

A play and sawmill is operated there now employing some 20 odd people. This is the largest single group of people now living in the general area. Present mining activity in the Kangaroo Hills is on a generally small scale.

Eleven claims were in production over the two years 1959/60 and 1960/61 with an output of 74 tons of tin for the period valued at £32,744.

Two groups at present hold dredging licenses on Garrawalt Creek to the north of Mount Fox.

Little has been preserved of the habits and life pattern of the Kangaroo Hills aboriginals in the early days of European penetration. However, it appears certain that the whole area was de-tribalised by around the turn of the Century. The Aboriginal population of the area must have been large, since it was an area rich in natural game.

Numbers of marsupials trapped and shot in the area even from the early part of this century are incredible by today's standard. Marsupials were shot for their skins, often by prospectors and tin miners, to supplement their mining income.

The father of Mr. Boyd Glindeman, one of the present Mt. Fox residents, was a miner and marsupial shooter. He also was a keen naturalist and he left a record of his travels and activities for the period from 1908 to 1941. Much of it covers life in the Kangaroo Hills-Mt. Fox-Garrawalt area and its back country. It gives a picture of an outdoor life which now has passed forever. His accounts for the period from 1907 to the end of 1912 show that he sold 26,276 opossum skins, 377 rock wallaby hides, 1,333 kangaroo skins, 667 wallaroo hides, 1,117 of wallabies of all types and 1,535 whiptail skins - a total of 31,305 skins.

In the period from 1913 to the end of 1919 he sold another 30,834 hides. Again, by far the greatest single proportion were of opossums. Protection of the opossum did not apply at that time.

Not all of the 62,000 hides sold in the 12 year period were from the Mt. Fox-Kangaroo Hills Field, but a large percentage were. The late Mr. Glindeman's diary tells of isolated small scale mining undertakings throughout the belt. Of the aboriginal population, nothing now remains but their rock paintings and artifacts. Several examples of rock paintings are known in the area. In an overhand on a rock strewn small peak on rugged country south of Mt. Fox, particularly good examples of Aboriginal art remain.

The paintings are in a semi-cave section created by a massive overhang. The section has general weather protection and the drawings could have been done as tribesmen waited for rain to pass.

The ledge also commands a breathtaking view and would have provided an excellent vantage point.

Two colours, red and yellow ochre, predominate in the paintings, although several outlines are in charcole. They depict a wide variety of subjects - living and in-animate. Animals include the lizard, platypus while one outline resembles

a pig's head. An emu also appears to have been portrayed. Weapons shown include the boomerang and axe. Half circles, and groups of lines also are shown as is the outline of a human hand. Erosion has worn the soft interior soil into the shape of pillars and these too, are encircled in bands of colour.

This same area is a haunt of rock wallabies, as in fact, is every one of the rock-topped hillocks.

The rock wallaby is a small creature, beautifully formed and coloured. To cope with the rocky habitat, it has developed modifications of the hind feet and tail.

The tail, assisting as a balancer and "rudder" for the agile creature, is slender and usually brushy or tufted at the tip, instead of having the large base characteristic of the scrub-wallabies and kangaroos, which use the tail as a lever when moving slowly and as a balancer for speed. The hind-feet are especially well padded, and the soles are strongly granulated to prevent slipping after long leaps, or when moving along rock tracks polished by generations of use. The agility of rock wallabies in their native haunts is astonishing.

Probably, no other creatures could perform such leaps in rocky country without bringing the fore-limbs into action. One startled creature in a four-bound leap cleared about eighty feet of the slope of the hill. Like most of the family, they lie up during the hottest part of the day, although the coldness of their haunts usually drives them out for a sun-bath in the morning and late afternoon.

It is usually impossible to follow them as they have favourite tracks leading to safety, although once within the cave haunt they will lie quite and allow a close approach, which makes them easy prey wherever wild dogs occur. In spite of their great agility, rock-wallabies are also victims of very sluggish enemies. Their haunts are usually inhabited by large carpet snakes and pythons which easily capture young or less powerful animals.

Grasses are eaten, but all rock wallabies can live on foliage, bark and roots in dry times, so that they can go without water for long periods when there is no rain to fill their rock-pools.

Another of the waste land belt hillocks with rock paintings is a known haunt of the tree-climbing kangaroo. The presence of the tree-climbing kangaroo - also a small creature which has greatly modified its tail and leg development - in Australia first was confirmed in the Seaview Range by a Norwegian anthropologist Carl Rumboltz. The hillock extends into a small range and although in the middle of an extremely dry section of country is almost an oasis with reasonable *vegetation and water.*

PETRIFIED FOREST

Large deposits of petrified timber have been found in the Mt. Fox belt - a legacy of volcanic activity in prehistoric times. The geologist accounts for the origin of the petrifications by supposing that a forest was overwhelmed by a volcanic outburst. The volcanic material packed in around the trees, both standing and fallen. As fast as the vegetable tissue in the wood decayed, its place was taken by mineral matter. The petrified wood retained much of its original shades and colours, and the delicate grain work makes it possible to identify the various types of timbers. Weathered by countless ages of rain and wind, the softer volcanic material has been carried away by water. When the supporting rocks were worn away, the brittle, heavy petrified trees, being without support fell into fragments leaving the surface strewn with chips, branches and trucks of a forest now turned into stone.

Many stumps of this prehistoric forest are still clearly discernible and strewn throughout the area lie remnants of trees of all sizes completely petrified from the central log to the outer bark and smallest twig.

COUNTRY OF CONTRASTS

The Mt. Fox-Kangaroo Hills belt is an area of complete contrasts. On heavily mineralised divides, the appearance is of a surrealistic wasteland, with trees twisted and stunted and shaped perpetually in the illusion of a high wind.

Much of the section however, is crossed by Oakey Creek - a deep gorged stream carrying big areas of water.

Sides of the gorge rise hundreds of feet as the stream twists to join the Burdekin. It carries rocky outcrops and huge sand deposits resembling beaches. It is a placid expanse in sections. In others, it rages over rapids. Around the foot of the also bare Mt. Fox cone, stretch miles of eucalypts. Seen from the top of the cone, they resemble nothing so much as a giant canvas of Japanese leaf paintings.

From the wasteland of the ore country, the hills change to the rolling green forests of the volcanic soil country around Red Hill.

Even the most desolate and tormented areas however, have a strange beauty.

PARATROOPS HELICOPTERS ANTI-TANK GUNS AT MT. FOX
FOR BIG ARMY EXERCISE

The stage is now set for EXERCISE FOXHOUND North Queensland's biggest Army Post War Exercise. Paratroops, Helicopters, Anti-tank elements and Army Engineers will add outstanding realism to the massive fully integrated Regular Army - Citizens Military Forces Exercise to be held in the MT. FOX area during this year's Annual Camp.

The Annual Camp will involve some 1500 men and will be probably the biggest and most ambitious in training scope so far undertaken in North Queensland.

This year's Camp will extend from April 28 to May 13th. Sellheim, outside Charters Towers, will be the main concentration point, but troops will spend ten of their fourteen days Camp in the Mt. Fox area. This is the second successive year in which the Ingham district has been chosen for the main training activities of the Annual Camp for the 2nd Royal Queensland Regiment Battle Group.

Ingham Showgrounds will be the supply base for the ten day exercise in the Mt. FOX area, and will be the assembly and embarkation point for all regular Army troops taking part. As well, various other units will bivouac there during the Exercise.

Elements of the QMI Anti-Tank Regiment, 7th Field Squadron of Engineers together with members of the Airborne Platoon and a Company of Regular Army Troops will assist 2nd Royal Queensland Battle Group in extensive training exercises in the Mt. Fox area. Featured also will be helicopters from the Army Light Aircraft Squadron based at Amberley. The helicopters will be used for communication and reconnaissance purposes. Their value in the evacuation of wounded also will be demonstrated.

During the Mt. Fox exercise, C.M.F. troops also will have the opportunity of studying a Company defensive position and field engineering work prepared by Regular Army troops.

The stage is set and the players are ready. Soon the curtain will go up for Exercise FOXHOUND.

FOST SCRIPT

This is not really the end of the story. Too much interest has been aroused in the lonely trails and the country they serve for this work to stop.

In following the Blazed Path of wealth of pioneering, information has been made available. We have learned much of the topography of the country that surrounds us and the people who lived there.

But more important it has provided us with good solid training in bush and jungle navigation. What is particularly worth while is that in following the blazed paths, we have provided the advanced reconnaissance for two Annual Camps for the 2nd Battalion Royal Queensland Battle Group.

What facts we have learned, what information we have uncovered, what paths we have followed, we offer as a contribution from the INGHAM DETACHMENT 2 Royal Queensland Regiment to the Centenary of the Herbert River District.

We hope that as an added contribution that on Foundation Day in the Centenary Year, to revisit once again the spot on the Seaview Range where in 1863 George Elphinstone Dalrymple first gazed on the Herbert River Valley.

To the many people who have helped us, we offer our gratitude. But to the memory of that hardy band of pathfinders, miners, packers, teamsters and pioneers, who trod those mountain paths before us, we dedicate a living memorial that still stands amongst the majestic grandeur of the lush jungles, rugged mountains and lonely bush -

"THE BLAZED TREE"

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