

Thematic History of the Sunshine Coast

Sunshine Coast Heritage Study

Sunshine Coast Council

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1 Introduction

1.1 Project Background

The Sunshine Coast Council (hereafter Council) requires a comprehensive historic cultural heritage study for the Sunshine Coast Regional Council area (hereafter Council area). The study has been identified as a priority in the Sunshine Coast Heritage Plan 2015 – 2020. The primary purpose of the project is to prepare a revised and updated recommended local heritage register that complies with the *Queensland Heritage Act 1992*.

1.2 Purpose of this report

The purpose of this report is to provide a concise thematic history of the Council area to aid in the selection and assessment of potential local heritage places and areas. The history is based on the Queensland Thematic History, a framework recommended by the Department of Environment and Heritage Protection cultural heritage branch. It is not intended to be comprehensive. By its nature, detailed histories of places, settlements, people and events are generally not feasible. More detailed work will be undertaken during the preparation of individual place cards during the assessment phase of the study.

A thematic history differs from a chronological narrative approach. The latter type of history presents a story that has a clear beginning and end (even if these points are arbitrarily chosen). This is the most satisfying history to read because it is the kind of structure people are used to. However, this type of history is not effective when undertaking a heritage study. A thematic history enables the historian to explore the history of a theme from the past through to the present, or the point in time when the theme ceased to be relevant. It makes it easier to understand the importance of a particular theme in the Council area's history and therefore select potential local heritage places that reflect the theme. In a chronological narrative, the historian needs to write about everything happening at a particular time and this will invariably involve a lot of different events and processes that may not be related. This makes it difficult to appreciate the overall importance of particular themes and the events and processes that comprise it.

Every history, no matter how it is prepared, benefits from a 'thesis' - the argument that establishes the importance of the history and how its parts cohere to form a whole. For the Sunshine Coast, the thesis is perfectly expressed in the name given to the region (including Noosa). Prior to the 1950s, the region was known as the 'Near North Coast', while what we now refer to as the Gold Coast was the 'South Coast'. The Near North Coast was originally comprised of cattle stations, timber mills and fruit and sugar farms, serviced by the North Coast Railway. The principal towns were located along the railway, which neatly intersected the hinterland and the coast - towns such as Landsborough and Nambour. Important cultural and economic processes began to change this dynamic in the second half of the twentieth century. People began to work less and have more leisure; they had more disposable income; and ownership of the motor car skyrocketed. Popular culture also changed after World War II. Surf beaches became popular and improved roads allowed people to easily drive to 'the coast' for weekend trips and school holidays. The changing social and economic patterns inexorably altered the fabric of the region. The 'south coast' was named the 'Gold Coast' in the 1950s, a clever marketing ploy to attract tourists. A similar idea was mooted for the 'Near North Coast' and in 1966 the region was officially named the 'Sunshine Coast'. By the 1970s, the population increased dramatically, but in the developing coastal settlements, not the towns along the railway. For the Council area, the geographic, social and economic focus shifted from the railway to the beaches, symbolically reflected in the change from 'Landsborough Shire Council' to 'Caloundra City Council' in 1987.

1.3 Methodology

The themes developed for the Queensland Heritage Places Context Study (2005) were used for the historical analysis in this study. The key themes identified from that study relevant to the Council area are:

Table 1: Historic themes relevant to the Council Area (drawn from the Queensland Heritage Place Context Study, 2005).

Historic Theme	Description of Theme
Peopling places (Theme 1)	Peopling places includes topics about local Aboriginal people, migration to the Council area (i.e. 'new settlers') and cemeteries.
Exploiting, utilising and transforming the land (Theme 2)	This theme includes topics such as exploration and surveying of the area and exploitation of the land, including timber getting, mining, pastoral and agricultural activities. It also includes the establishment of conservation areas and environmental protection. This theme is represented in the long list with forestry and other timber industry places, quarries and mines, farms, former pastoral stations, National Parks and conservation areas.
Developing secondary and tertiary industries (Theme 3)	Developing secondary and tertiary industries includes subthemes such as the development of factories, industries such as tourism, shops and entertainment. This theme is represented in the long list with tourism places, factories and industrial places, and banks and retail outlets.
Moving goods, people and information (Theme 5)	Moving goods, information and people is about the development of transportation networks such as rail, shipping, air transport and roads; and communication services including postal and telecommunication.
Building settlements, towns, cities and dwellings (Theme 6)	This theme is about the establishment of settlements, towns and cities; building houses and developing urban services. This is represented in the long list by housing and commercial precincts, individual houses and civic infrastructure.
Maintaining order (Theme 7)	Maintaining order generally includes matters to do with law and governments such as policing, public administration, establishing local Councils and defending the country. This theme is represented in the long list by war memorials and halls, former military sites, and civic buildings such as council chambers, court houses and police stations.
Creating social and cultural institutions (Theme 8)	This theme is about the development of churches, community organisations and societies, cultural activities, sport and recreation and the commemoration of significant events. This theme is represented in the long list by places including school of arts halls, community halls, churches, scout dens and masonic lodges for example.
Educating Queenslanders (Theme 9)	Educating Queenslanders is about all phases of education from primary, through to secondary and tertiary and as such is represented by in the long list by places such as schools and universities.
Providing health and welfare services (Theme 10)	This theme is about the development and provision of places such as hospitals and homeless shelters, for example.

1.4 Sources

The major secondary sources relevant to the Sunshine Coast and consulted for this study, are included in the bibliography at the conclusion of this document. These sources were used as the basis for the preparation of the thematic history. Additional sources, including newspaper accounts, are mentioned where relevant as footnotes. Primary sources, with few exceptions, were not consulted for this study due to time constraints.

The history also includes sections adapted from unpublished draft thematic essays produced by the Department of Environment and Heritage Protection cultural heritage branch. The essays, focused on the timber, fruit, dairy and tourism history of the Sunshine Coast, were prepared as part of the branch's Statewide Survey of heritage places. The text from these essays used in this history has been taken verbatim and its use is noted where relevant. The essays applied to the wider region, including places now in the Moreton Bay and Noosa local government areas. Therefore, the text was edited so that what is included in this history applied only to the Council area. Other elements of the essays were also excluded where they did not explicitly benefit the history of the study area. Relevant footnotes from these histories are included in this document.

1.5 Aboriginal cultural heritage and scope of document

This thematic history is focused on the non-Aboriginal history of the Council area. It is acknowledged that the Kabi Kabi First Nation and the Jinibara People are the original inhabitants of the region. Their history in the region dates from ancient times right through to the present day, reflecting a profound connection to country. Their stories are a vital part of the region's history. A separate document is to be published in parallel with this thematic history, detailing the story of the Jinibara People in the post-contact period. It is anticipated that an equivalent document will be published by Kabi Kabi First Nation detailing their story of the post-contact period at a later date.

1.6 Authorship

Brian Rough prepared this thematic history, with the assistance of Dr Craig Barrett. The final version of this history was prepared in February 2018.

1.7 Acknowledgements

The authors of this history acknowledge the excellent work undertaken by the historians from the Department of Environment and Science Heritage Branch. Their work on four key themes has been incorporated into this history.

The authors also acknowledge the contribution made by the stakeholders consulted for the study. The insights gained from this consultation - however brief - has nonetheless enabled a deeper appreciation of the history of the Council area and the important details for places and towns.

2 Thematic History of the Sunshine Coast

2.1 Peopling places

The migration of people into the area during the 19th century was generally associated with the need to provide a basic living, whether in timber-getting, agricultural or pastoral industries or small scale service provision within towns. Settlements and towns grew slowly, often fluctuating with the viability of agricultural produce. In most places there was small growth until World War II. The population of Sunshine Coast towns and cities has increased significantly since World War II, yet rural towns experienced a downturn before the growth. Rural populations within a largely agricultural area, and small permanent populations in coastal towns, began to change from the 1950s. Population fell as the agricultural economy contracted, and coastal towns increased as outsiders sought a different lifestyle. Retirees seeking escape began to build on former farmlands in places like Buderim, or sought the relaxed lifestyle of coastal communities. Coastal towns grew from the 1960s, though it was not until the 1980s that the hinterland and range towns experienced the turnaround. The increase in urban property values from the 1990s made country towns on the Sunshine Coast attractive prospects for those looking to buy their own homes. The electrification of the railway system also made it possible for a working population to live in country areas and still work within the capital or other regional cities.

The majority of new settlers in the Council area in the 19th and 20th centuries migrated to Australia from Britain, or were born in Australia. They moved into the Council area as opportunities arose to make a living and establish a home. Their history is implicitly, and at times explicitly, reflected in the historic themes explored below. However, other migrant and religious communities also settled in the Council area and continue to live on the Sunshine Coast today. Their relative uniqueness is worth exploring in more detail.

The 'Religious Society of Friends', often known as 'Quakers', established a small sugar-growing community known as 'Friends Farm' on the Mooloolah Flats around 1869, probably the first sugar farm in the district. By the end of 1871, the Friends had erected the first sugar mill in the Council area and produced their own sugar. Prominent amongst this group was Joseph Dixon, who with a number of Friends moved from the river plains to the heights of Buderim Mountain to commence a sugar industry there in 1872. They exerted influence over the development of the new town of Buderim, which, in line with the Quaker's beliefs, had no hotel licence granted - at least until the 1920s.

German farming communities were influential in the development of a number of Sunshine Coast communities, notably at Witta (formerly known as Teutoberg), Buderim, and Peachester. A number of the Teutoberg families had been farming in the Logan and Waterford areas near Brisbane before moving to the Blackall Range. Religion often linked the German communities and a Lutheran church was built in Buderim in 1875. The association with the Lutheran faith has continued there with the construction of a church primary school in 1979 and a secondary school in 1982. A Lutheran Church was also built in Teutoberg in 1893. Anti-German sentiment during World War I led not only to the change of the town's name to Witta, but also to some families of German descent Anglicising their names.

A small Finnish community developed in the Maroochy River Valley from the late 1890s. These Finns were part of a diaspora from Russian-occupied Finland, and trickled into the district over the next decade. By 1906, there were 13 Finnish families growing sugar cane in an area locally known as Finnbury. The Finns took to farming cane quickly and within a few years were producing record tonnages from their farms. A second wave of Finnish settlement occurred in the late 20th century, as

Finns who worked in the mines at Mount Isa moved to the Coast near Coolumb and planted sugar cane. A memorial to this wave of settlement was erected on the property of one of the cane farms.

South Sea Islanders also formed a small, albeit important, community in the Council area. Their story, however, is inextricably linked with the sugar industry and their history is included under the theme of 'Working' below.

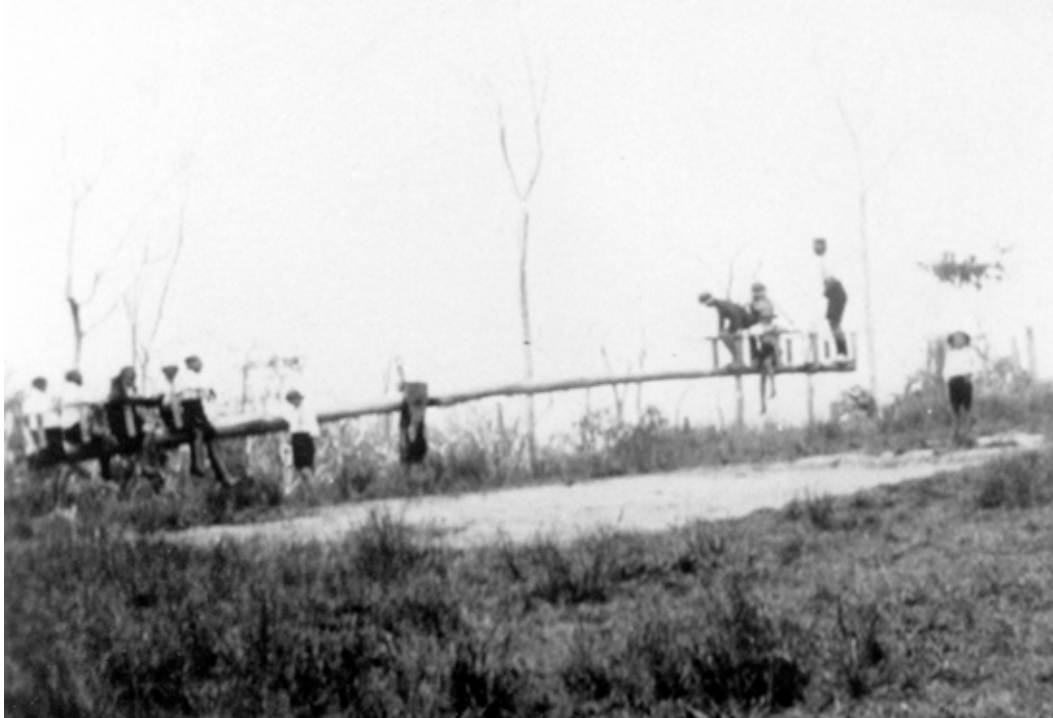


Figure 1: Children playing in the grounds of Witta State School, 1929 (Sunshine Coast Library).

2.2 Exploiting, utilising and transforming the land

Exploring, surveying and mapping the land

The crew of *HMS Endeavour* are the first Europeans recorded to have taken note of what is now the Sunshine Coast. Lieutenant James Cook of the Royal Navy named the Glass House Mountains having observed them as he passed along the coast on the *Endeavour* in 1770. Lieutenant Matthew Flinders followed in 1799 on the *HMS Norfolk*. He landed on the bank of 'Pumice-stone River' (Pumicestone Passage) and travelled inland to the 'Glass House Peaks', climbing Beerburrum and reaching the foot of Mount Tibrogargan. He had friendly contact with local Aboriginal people, who were intrigued by his presence. He also cut some Bribie Island pine to take back to Sydney for examination. Flinders sailed by again in 1802 on the *Investigator*, noting he saw a vessel to the south believed to be one of two whaling ships known to be working the coast at the time.

Captain John Bingle sailed into Moreton Bay on the *Sally* in 1822 searching for a large river supposed to be in the area. He spent four days by the coast and traversed Pumicestone Passage, determining it was not a river. Bingle also had minor interaction with local Aboriginal people, believing himself to be the first white man they had seen.

In 1823, ship-wrecked 'ticket-of-leave' convicts Pamphlett, Parsons and Finnegan lived in the area for some months with local Aboriginal people before they were recovered by explorer John Oxley.¹ Parsons may have made it as far north as present day Noosa before returning to Point Skirmish.

¹ A 'ticket of leave' convict was essentially a pardoned prisoner. They literally received a 'ticket of leave' that enabled them to leave the penal establishment.

Finnegan is believed to have guided Oxley to the Brisbane River. The discovery of that river led to the establishment of a penal settlement at Redcliffe and later Brisbane in 1825 (referred to at the time as Moreton Bay). For the next twenty years the area was rarely visited by Europeans, a few escaped convicts being the exception. Andrew Petrie, in his role of Foreman of Works at the Moreton Bay penal settlement, visited the Maroochy area in 1838 and 1840 and noted the wealth of timber.

In April 1842, Governor Gipps proclaimed an extensive reserve north of Moreton Bay to protect the Bunya tree, some of which encompassed the current area of the Sunshine Coast. The tree was an Aboriginal food source and the focus of the great Bunya festival held every four or so years, during which time Aboriginal people from hundreds of kilometres away came to the region to meet, trade, secure marriages and alliances and engage in cultural activities. No licences were to be granted for occupation of land where the trees grew, or for timber felling. Crown Lands Commissioner Stephen Simpson undertook a survey in 1843 to determine their extent. The Bunya Reserve limited the exploitation of much of the timber resources and grazing land, however land surrounding the reserve was taken up by pastoralists from the 1840s. RR Mckenzie took up the Kilcoy run to the west in 1841, before the proclamation, and the Archer Brothers selected Durundur to the south. Those traversing the area nominated by the reserve, like explorer Ludwig Leichhardt in 1844, also observed the great variety of timber and potential grazing land.

Exploiting natural resources - Timber ²

Timber was the most viable and easily accessible natural resource for the new settlers. Queensland had a seemingly unlimited supply of some of the finest cabinet timbers in the world including cedar, maple, mahogany, walnut and silky oak, together with excellent general utility pine including hoop, bunya and kauri. In addition to soft woods, the colony possessed a great range of hardwoods. The North Coast Region was particularly rich in timber.³

The value of Queensland timber as a commodity was recognised from the beginning of settlement. As early as 1824, Oxley noted the 'great quantities of pine' growing along the Pine River. Timber cutting on the Pine Rivers commenced as early as September 1824 and timber was the first commodity to be exported from the colony. In 1825, Edmund Lockyer commented that the timber of the area north of Brisbane was the finest that had been found in New South Wales and that several ships that year had been 'principally loaded with it on their return voyages'.⁴

Timber began to be exploited by private commercial operators at least as early as the onset of free settlement in 1842. Andrew Petrie, who arrived in the colony in 1837, made a number of trips into the area north of Brisbane identifying large stands of Bunya Pines especially in the Blackall Range. He was the first to bring samples of the timber out of the area. There is evidence that the Pine Rivers pastoralists Griffin and Joyner were exploiting the timber resources of their runs as soon as they took them up in the early 1840s. Sawyers were reported in the area as early as 1847.⁵

² Adapted from EHP.

³ Thom Blake, "Queensland Cultural Heritage Context Study," (Brisbane: Environmental Protection Agency, 2007)., 16 – 17; Margaret Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas," (1996)., 8; R. Fisher & R Johnston, 'Historical Heritage Essay', Volume 2, in South East Queensland 2001 Region Cultural Heritage Places Study, (St Lucia: The University of Queensland, 1995), 22. 'North Coast' was, historically, the geographical designation that applied to what is now the Sunshine Coast and Noosa. EHP used this term in their thematic essays adapted for this history.

⁴ Leith Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire*, Book, Whole vols. (Strathpine: Pine Rivers Shire Council, 2005). The Sunshine Coast, like all of what eventually became Queensland, was part of New South Wales until the creation of colony of Queensland in 1859.

⁵ Ibid.; Erica Long, "A History of the Timber Industry in the Pine Rivers District" (University of Queensland, 1998).

The timber industry was largely shaped by the means of access to the resource: initially waterways and later rail and road. Rivers were initially a key determinant of development. Timber getters were often the first non-indigenous people to enter a region: exploration was frequently prompted by a desire to find timber. Consequently they entered areas where there were no roads beyond Aboriginal pathways or primitive tracks. Rivers were the most efficient means of transporting timber from the logging areas. Hence, timber cutting started in coastal areas near rivers with cutters only moving inland as reserves of timber became depleted. Softwoods were the main target not only because they were easy to work with but also because they floated and so could be easily transported along the rivers. In the North Coast Region, the Pine Rivers, Coochin Creek, Mooloolah River, Maroochy River and the Noosa River became nodes from which logging activity radiated inland.⁶

The logging process usually entailed hauling (or snagging) the timber by bullock or horse to a rafting ground. From here, the logs were floated down the river, often lashed together to form rafts, and conveyed to a sawmill. Where direct access to deep sections of river could not be obtained, a practise called 'freshing' was used where logs were dumped into a creek or river to await a flood to wash them down to the sea. There was a great deal of wastage in this process.⁷

In the 1840s and 1850s, logging focussed mainly around the lower sections of the Pine Rivers and the Maroochy River. The primary targets were valuable softwoods such as Hoop and Bunya Pine, beech and cedar. The timber was hauled by bullock to Brisbane or to rafting grounds. One such rafting ground was probably located on the banks of the North Pine River in the present day Sweeney Reserve at Petrie. Vast quantities of timber were rafted to Dunwich for export overseas or to Sydney. Further north, timber cutters employed by Brisbane merchant Thomas Warry were working at a spot about eighteen miles from the mouth of the Maroochy River by the 1850s.⁸

With the onset of closer settlement in the 1860s, timber getting accelerated. Again, transport played a role in this, as closer settlement brought local road networks that created easier access to areas away from waterways. Timber getters also made their own contribution to the developing road networks by creating bullock tracks which, in time, became established routes.⁹

Where suitable trees grew thickly, timber getting and agriculture naturally complemented each other. Land had to be cleared to be farmed and the felled timber was a ready source of income for farmers who had access to a market. At the same time, the local market for timber was expanded by the influx of settlers who demanded timber for houses, fences and other farm structures. Settlers whose primary objective was timber getting used the selection process to gain a monopoly on good stands of timber.¹⁰

⁶ Kevin Frawley, "Historical Survey of Australian Logging Technology and Forest Cutting Practices.," (Campbell, ACT: Heritage Commission, 1990).,31.

⁷ John Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland," (Brisbane: Queensland Department of Environment, 1998)., 22, 25; Blake, "Queensland Cultural Heritage Context Study.", 73 – 74, 16 - 17.

⁸ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991)., Chapter 2 ; Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire.* 36 - 46; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 22; Blake, "Queensland Cultural Heritage Context Study.", 16 – 17,

⁹ Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 32; Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995)., 42.

¹⁰ Barter, *Pioneering the Pine: A Short History of the Pine Rivers Shire.*, 38; Edgar Foreman, *The History and Adventures of a Queensland Pioneer*, Book, Whole vols. (Brisbane: Exchange Printing, 1928). 17; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 25.

Timber getting was a primary motivation for the exploration and closer settlement of the Maroochy area in the 1860s. The Maroochy area had the reputation of having the finest timber in the colony and was a particularly valuable source of timber from the middle of the decade. As early as 1838, Andrew Petrie had identified the extent of the area's resources. His son, Tom, began cutting there in 1862 and was the first to explore the timber resources of the Buderim plateau. The prominent Brisbane saw miller, William Pettigrew, a dominant player in the industry, established a permanent base in the Maroochy region with depots located near the mouth of the Mooloolah and Maroochy Rivers. A network of tracks provided access from the logging areas to these depots.¹¹

In the 1840s and 1850s, logs were hand sawn in pits. In 1853, William Pettigrew established Queensland's first steam powered sawmill at his Brisbane site. However, it was not until after 1860 that steam driven sawmills expanded beyond three mills located in Brisbane and Ipswich. Sawmilling developed into an industry dominated by large numbers of small family owned businesses with mills largely concentrated around transport nodes.¹² Although pit sawing continued, steam powered sawmills increasingly proliferated through the North Coast Region from the late 1860s.

By the 1870s, most of the valuable timbers of the Maroochy region, including Red cedar, Beech and Bunyas were gone. Depletion of resources and improving transport networks encouraged timber cutters to move further inland. The rich timber reserves of the Blackall and Conondale Ranges began to be logged in earnest from the mid-1870s. In 1875, Pettigrew moved into the Blackall Range establishing a sawmill, managed by Francis Dunlop, at Bald Knob between present day Maleny and Landsborough. From here he was able to obtain large quantities of timber, especially red cedar. This was transported to Caboolture or to Maryborough via the Mary River.¹³

From 1865, a rail network began to develop in southern Queensland. This had a significant impact on the timber industry in a number of ways: it provided additional, more efficient means of transporting timber to market while, itself, creating a market for the supply of timber for rail infrastructure. It also created a market by making new tracts of land viable for closer settlement. Conversely, the availability of timber reserves, at times, provided economic justification for the construction of new railway lines.¹⁴ Crown land was reserved to provide timber for railway purposes.¹⁵ Between 1888 and 1891 the rail network penetrated the North Coast Region with the opening of the North Coast Railway, opening in 1888 as far as North Pine (Petrie) and Caboolture, and extending to Cooran in the northern part of the region by 1891. From this period, the railway became an important factor in determining the shape of the industry with sawmills tending to concentrate at major centres along the route and the railway opening up new areas for logging. The 1880s was also period of economic boom in Queensland which stimulated demand for timber.¹⁶

¹¹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2."; Gregory, *Making Maroochy: A History of the Land the People and the Shire*.

¹² Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 22; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 11, 22, 28.

¹³ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 43, 65; *Maleny 1878 - 1978: By Obi Obi Waters*, ed. Stan; McCutcheon Tutt, Edna (Nambour: Maleny and District Centenary Committee, 1978).

¹⁴ Ibid., 33.

¹⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 42.

¹⁶ Ibid., 65, 91; QPP 1892, 2:57; 1899, 2:52, 2:57.

The arrival of the rail at Caboolture boosted the settlement's role as a sawmilling centre. A Swedish born settler, Andrew Johnson, erected a mill in the township in 1885. In 1889, an additional mill, the Queensland Sawmill, operated by Joshua Rothbury, was opened.¹⁷ By the 1920s, at least five mills were operating at Caboolture. Other towns along the North Coast Railway such as Landsborough, Nambour, Eumundi, Cooroy, and Pomona grew to equal prominence as sawmilling centres by the early 20th century.¹⁸

By the turn of the century the most desirable timbers in the easily accessible coastal areas were heavily depleted and the main focus of activity was moving inland. Maleny developed into a major sawmilling centre by 1897. The opening of a branch line between Caboolture and Woodford in 1909, which was extended to Kilcoy in 1913, stimulated more timber getting and sawmilling along the route.

During the 1890s, hardwoods were extensively felled by settlers who had selected along the North Coast Rail Line. This timber was used for building purposes and railway infrastructure.¹⁹



Figure 2: Maleny Sawmill 1894 (John Oxley Library).

¹⁷ Blake, "H-Caboo/0533: Caboolture Shire Cultural Heritage Study."

¹⁸ Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland."

¹⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 91.



Figure 3: Saw pit in Maleny area c1910 (Sunshine Coast Library).

Following the end of World War I, there was a strong demand for timber to supply an increase in building activity as the industry recovered from construction delays during the war. There was also a high demand for firewood during the interwar period. Electricity was beginning to be used to a greater extent in the domestic environment but many homes still retained wood fired stoves.

The increase in fruit growing, including bananas from the 1920s, led to a demand for cheap pre-cut timber for fruit cases. This led to a proliferation of a specialised type of smaller mill producing packing cases. The emergence of these smaller mills was against a general trend towards larger sawmills encouraged by the introduction of newer more expensive technology. This trend has continued from the interwar period until the present.²⁰

The development of roads and the greater use of the motor vehicle in the 1920s also promoted the growth of the timber industry in the interwar period. A road was constructed up the Blackall Range from Landsborough to Maleny to cart timber from the area.²¹

A sawmill was operating on Harpers Creek Road, Conondale by the early 1930s. A large mill, the complex followed the established tradition of including cottages near the site to accommodate mill workers. Oral sources suggest that the mill supplied timber for the Hornibrook Highway bridge.²²

²⁰ Judith Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997," (1998).; Kerr, "Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland.", 30.

²¹ Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas.", 24.

²² Thom Blake, "Caloundra City Council Planning Scheme Review: Interim Report, Cultural Heritage Issues.," (Caloundra: Caloundra City Council, 2001)., 15.

Concerns about the depletion of native timbers led to the establishment of plantation forestry in south-east Queensland in the period leading up to the 1930s. As early as the late 19th century, it had become clear that the logging of native timbers at the rate it was then being carried out was unsustainable. The Acclimatisation Society and sawmillers such as Pettigrew were among those calling for better management of the colony's forests. As early as the 1870s Pettigrew had attempted reforestation of native pines at Buderim. Various attempts to regulate timber getters proved unsuccessful and by 1906, cedar was virtually extinct in south-east Queensland.

In 1897, in a bid to improve forest management, amendments were made to the *Crown Lands Act* which allowed for the proclamation of State Forests and in 1900 a Forestry Branch was created in the Department of Public Lands to 'make further reservation of well-timbered lands where necessary'²³. From 1905, a policy of setting aside land for managed forests began to be pursued on the recommendations of the Forestry Branch. However, tension continued to persist between the advocates of forest conservation and interests associated with agriculture, pastoralism and timber industries both inside and outside of Government.²⁴

N. M. Jolly, appointed as Director of Forests in 1910, recognised the urgent need for regeneration of native forests and for plantations of native and exotic timbers. He established a number of experimental stations and conducted experiments with the natural and artificial regeneration of hoop, bunya, cedar and exotics.²⁵ Plantation forestry began in earnest during the tenure of Jolly's successor, E. H. F. Swain (1918 – 1932). Swain established the State's first commercial plantations in 1920 to 1921, planting native seedlings in the Mary Valley, Atherton and Fraser Island.²⁶

An independent Forestry Department was created in 1924, much of the workforce supplied from returned soldiers employed under a Federal Government subsidy. A comprehensive survey of remaining forests was conducted by Forestry in the 1920s. It was clear that more State Forests would be needed and also substantial plantations of exotic pines. With the exception of Hoop Pine, native timbers did not do well in plantations whereas exotics such as Slash Pine and Loblolly Pine grew well.

In the interwar period, a number of failed soldier settlements were acquired for plantation work. One of the most important of these was in the country around Beerwah and Beerburum. In 1924, an experimental station was established at Beerwah to investigate exotic plantings and in 1931 the first exotic pine plantations were established there. The area became one of the main exotic planting areas in Queensland. Land set aside for soldier settlements at Beerburum but not taken up was used for further plantings from 1933. Much of the plantation work was undertaken by workers under the Unemployment Relief System instituted during the Depression years. Large scale planting in this area has continued until the 1980s.²⁷

²³ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 93.

²⁴ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 93.

²⁵ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997."

²⁶ Kowald, "H-Gen/0079: Historical Overview of the South East Queensland Biogeographic Region with Particular Reference to Forested Areas.", 48.

²⁷ Blake, "H-Caboo/0533: Caboolture Shire Cultural Heritage Study.", 18; Judith Powell, "Travel Routes, Forest Towns and Settlements," (Brisbane: Department of Natural Resources, Regional Forest Assessments, 1998)., 131; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997."; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 117

The outbreak of war in 1939 led to unrestricted logging to support the war effort. Reductions in imports meant that the demand for timber increased to include non-traditional uses such as timber roads and charcoal for the manufacture of producer gas for motor vehicles. Timber was also needed for a range of military applications. While demand increased, planting virtually ceased through lack of available labour. Accelerated depletion of forests was the result. A decline in native hoop and bunya pine from the early 1940s was accompanied by a corresponding rise in production of plantation pine, native cypress and hardwoods.²⁸

Demand for timber remained at least as strong in the aftermath of the war to support reconstruction. Between 1946 and 1952, an unprecedented number of sawmills began operation after the government decided, partly in response to the increased demand for timber, to allow licences without investigation to any applicant who stated that timber supplies were available. In the North Coast Region, large numbers of sawmills were established mainly at larger centres along the North Coast Railway. Major sawmilling centres of this period located in the Council area were at Nambour, Maleny, Landsborough and the Glass House Mountains. Accelerated depletion of native forests resulted from improved timber getting technology including adapted surplus military equipment. Mill capacity and demand outstripped the supply of timber and the government responded by restricting mill cuts and giving increased priority to establishing plantations.²⁹

Forestry became a major source of employment for returned servicemen and European refugees. Men recruited from the Baltic countries to work in State forests were settled at Kenilworth and Beerburum. Workers were accommodated in timber barracks. By 1950, eighty five of these had been constructed.³⁰ Plantation forestry received a boost in the late 1960s after the Softwood Forestry Agreement Act (1967) provided for Commonwealth loans to States for plantation work. As a result over 3000 hectares of softwoods were planted.³¹

From at least as early as the 1930s there had been a growing appreciation that native forests offered something more than saleable timber. Beauty spots, picnic areas and scenic drives began to be established. From the 1960s, this movement began to gain momentum. Despite this, conflict continues to exist between the conservation movement and commercial and economic interests. In the 1980s, substantial areas of rainforest were destroyed to make way for timber plantations.³²

In the 1960s, attention began to be given to the need to preserve viable samples of native vegetation and in 1968 Scientific Area 1 in the Beerburum Forestry District was the first such area to be reserved in Queensland. This was indicative of changing attitudes to forestry management. Previously, any native vegetation in the Beerburum and Beerwah area had been cleared to make way for exotic pines.³³

²⁸ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 77; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 138.

²⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 139.

³⁰ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 139; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997." 71.

³¹ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 78

³² Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 154.; Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 78.

³³ Blake, "Caloundra City Council Planning Scheme Review: Interim Report, Cultural Heritage Issues..", 6.

By the 1980s, 40% of sawn timber was from plantation pine. New technology materials, such as structural plywoods and particle board, were increasingly replacing traditional timber products. At the end of the 20th century the trend towards the closure of small hardwood mills and an increase in the centralisation of production continued as large scale sawmilling operations relied increasingly on the milling of plantation timbers.³⁴

In the 1990s, the Landcare initiative directed towards reforestation and the preservation of native forests received Federal government support. Nevertheless, in the same decade, massive land clearing continued in Queensland under Government issued permits. After a period of over a century, the tension between exploitation of the State's timber and the forces for conservation continues.³⁵



Figure 4: Beerwah pine seedlings, 1932 (John Oxley Library).

³⁴ Powell, "H-Qld/0530: People and Trees: A Thematic History of South East Queensland with Particular Reference to Forested Areas, 1823 - 1997.", 80

³⁵ Ibid., 82; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 82, 154.



Figure 5: Beerwah plantations, 1932 (John Oxley Library).

Exploiting natural resources - mining

Gold was the magic word when the metal was discovered on Gympie Creek in 1867. It was not long before prospectors travelling the road from Brisbane to Gympie were investigating any potential creeks within the region. However, it was not until the 20th century that any significant attempt at gold mining the region was attempted. In 1929, landowners at North Arm formed a syndicate to mine gold - this was at the beginning of the Great Depression and the price of gold soared during the 1930s. Mining began in 1935 using a cyanide recovery process, but lasted only until 1937. About 1005kg of gold was extracted.³⁶ Mining of the site recommenced in 1997 despite local protests. It has since ceased operations. The O'Doherty mine, south-south-west of Kenilworth, operated from 1930 to 1934. Alluvial gold was worked on Walli and Chinaman Creeks in the early 1900s. Obi Obi Creek offered potential but not riches, and even today panning is carried out in some places. Booloumba, Peter and Bundaroo Creeks were also worked for alluvial gold. At least 23 mine shafts were sunk in what is now the Conondale National Park, in the search for payable gold. The Blackall Range is dotted with small abandoned mines³⁷ like those at Jessies Dream Prospect between Maleny and Peachester, and copper, gold and silver from Glittering Hills mine nearby. These mines are usually the result of individual or small company prospecting.

Applications for sand mining from the Noosa River to Bribie Island were made in 1955, and continued to be controversial for many years. Protests were made on Bribie Island and Coolumb. The 'Save the Trees' campaigners also joined the fray. A new State Government backed away from sand mining on the Sunshine Coast and Fraser Island became the target. Throughout the 1960s and 70s some mining leases were granted although opposition continued.

³⁶ <http://www.parliament.qld.gov.au/Documents/TableOffice/TabledPapers/2009/5309T314.pdf>

³⁷ https://www.dnrm.qld.gov.au/__data/assets/pdf_file/0003/262659/abandoned-mines-map.pdf

Pastoral activities - grazing

Thomas Archer, one of the Archer Brothers that established 'Durundur' station at Kilcoy, visited the Mooloolah River in 1843 in search of pastoral land, but was not impressed with what he saw. In the same year, Crown Lands Commissioner Stephen Simpson found open country which he recorded as suitable for grazing purposes. Pastoralists entered the district in 1850 looking for suitable grazing land for cattle, sheep or horses, over a decade since the pastoral frontier had expanded into the Darling Downs region. Large pastoral runs were taken up, including JD Mactaggert's 'Cambroon', Joseph Smith's 'Kenilworth' and 'North Kenilworth'. In 1853, the Skyring brothers leased 'Whidlka Whidlka', 'Canando', and 'Yandina' runs, and McKenzie set up the 'Conondale' run. The Skyrings also extended their leases to include 'Pooreema' near Cooroy. One of the Acts passed in 1860 by the government of the new colony of Queensland was the Unoccupied Crown Lands Alienation Act which rescinded Gipps Bunya proclamation, and allowed timber and squatters licences to be granted. Thomas Maddocks and John Westaway took up cattle grazing on the 65 square kilometre 'Moolooloo Plains' run in 1862. After about a decade of trying to graze large runs in the region, many forfeited their leases. A period of poor markets together with the sometimes impenetrable scrub and vines inhibited their success. 'Yandina' and 'Whidlka Whidlka' runs were forfeited in 1868 and made available for closer settlement. 'Canando' was cut up in 1870. Edward Lander selected a 16000 acre run on the Mooloolah River on which to graze cattle. The run stretched from what is now Nambour to Palmwoods. He also took on the leases at 'Canando', 'Yandina' and 'Whidlka Whidlka', 'Marandan' and 'Maranden South'.

The Crown Lands Alienation Act 1868 changed the pattern of pastoral development within the region. It allowed for the resumption of half the land taken by squatters, and its subsequent subdivision for closer settlement. The squatter or pastoralist could receive concessions on the land remaining in their control, but in essence the large monopolies could be subdivided into grazing or agricultural blocks. From the introduction of the Act to its revision in 1876, 113 selections were taken up within the region, most of them for grazing cattle. In most cases the areas earmarked for smaller agricultural allotments were still covered in scrub or forest, and had to be cleared. William Samwell acquired property on Gympie Road near Petrie Creek in 1870 to graze cattle. This was 'Naamba', or 'Nambour' station. On a smaller scale Henry Kiel ran cattle at Diddillibah during the 1880s.

In 1902, following a drought, cattle ticks began to appear in the region. Known by the name 'red water' it had the potential to, and frequently did, destroy whole herds of beef or dairy cattle. Cage and plunge dips were built on many properties, using arsenic to kill the ticks. Inoculation proved to be the saviour of the herds and after a number of years the tick menace was eradicated. Despite the difficulties that beset the grazing industry, some of the large grazing properties survived to the turn of the century. The former 'Durundur' pastoral station was subdivided between 1898 and 1902, and in 1906 'Conondale' was subdivided for small holding dairy and agricultural farms. It was not until 1921 that Kenilworth Station was subdivided, and sold off over the next few years. Beef production continued on the coast in very small pockets. An attempt by dairy farmers to escape the doldrums of their industry by grazing beef cattle worked successfully on the Sunshine Coast from the 1960s to early 1970s, before profits plunged.

Sheep were also run on properties in the region. In 1882, retired explorer William Landsborough purchased land at Caloundra to graze cattle, sheep and horses, but the venture was a financial disaster.³⁸ His death in 1885 curtailed the industry's progress. Former Buderim sugar-planter Joseph Dixon ran sheep at Flaxton at the turn of the 20th century, though the experiment does not seem to have been successful. When the soldier settlements were established at Beerburrum in 1916 sheep farming was thought to have been a viable industry. Within two years however it was failing, brought about by a combination of inexperience and sustained dingo attacks. Duncan MacDonald ran 700 head of sheep at Peachester, with moderate profits in the late 1920s, an effort which prompted calls for

³⁸ Brisbane Courier, 2 June 1928

that industry on the North Coast.³⁹ Nothling and Burnett at Witta were also experimenting with sheep as a sideline to dairying. This scale of sheep farming spread to Yandina and North Arm, and stud ewes from Maleny were winning prizes in 1940. Small-scale sheep raising was being carried out at Eumundi in the early 1950s, apparently brought about by the purchase of farms in the area by sheep farmers from western Queensland and northern New South Wales.⁴⁰

Agricultural activities

The agricultural value of the Sunshine Coast hinterland and coast region was recognised early, and as soon as the trees and scrub were being cleared from the land, crops were being planted. Some were subsistence crops, to be used by the farming family or perhaps sold or traded in the locality. Others were grown for profit. The area was an unknown for crops and a wide range were planted to see what would grow best. What grew well in the lowlands might not grow well on the ranges, and crop choice was largely an experiment. In 1889, for example, the *Queenslander* reported: "There are now a large number of settlers on the Maroochy, Petrie's Creek, and Eudlo. Maize, English potatoes, oats, and pumpkins are the principal crops, while on some of the farms bananas are grown; dairying is also carried on to some extent."⁴¹ The scope of agricultural produce grown in the region over the 20th century was much more extensive than what was observed in 1889. The significance of the agricultural industry in the 20th century also highlights the fact that agriculture is no longer the primary industry for the Council area, which has been an important historical shift.

Agricultural activities - Coffee

Coffee growing was initially a speculative and secondary activity. It was sometimes grown on a domestic scale and for home use. William Pettigrew reportedly planted a crop around 1870, though little is known of it. The Queensland Acclimatisation Society imported and distributed Fijian coffee seeds to a variety of Queensland farming communities in mid-1871, including those at 'Maroochie'.⁴² Joseph Dixon claimed he acquired coffee plants "from a garden on the Brisbane River below what is now known as Dutton Park," during 1872, and planted them at Buderim. Gustav Reibe, who bought land at Buderim in 1870, also planted successful coffee crops during the 1870s. An easily transportable product when harvested, and resistant to disease, coffee offered advantages over many other crops at that time.

Planting was expanded from Buderim to the Maroochy River and Mt Coolum during the 1880s. The Queensland Acclimatisation Society continued to support the fledgling industry and distributed a large quantity of coffee plants in 1887 to members, public institutions or provided these as exchanges. The Society noted at the time that there was a high demand for coffee plants, mostly of the Arabian varieties.⁴³ Growth of the industry continued, and the Under Secretary of the Department of Agriculture suggested in 1892 that coffee had passed the experimental stage in Queensland. It was also being grown on the Blackall Range in addition to Buderim, and the Under-Secretary suggested the possibility of Islander labour being used in that industry there should be explored.⁴⁴ There are accounts of Islanders at Buderim working in the industry, however the extent is unknown. The high cost of labour during the 1890s was generally agreed to be a major factor in the viability of the coffee industry, a problem that dogged the industry for years.

³⁹ Nambour Chronicle and North Coast Advertiser, 1 February 1929

⁴⁰ Nambour Chronicle and North Coast Advertiser, 22 January 1954

⁴¹ *Queenslander*, 14 September 1889

⁴² *Brisbane Courier*, 23 August 1871

⁴³ *The Week*, 10 September 1887

⁴⁴ *Queenslander*, 1 October 1892

Frost damage on the Blackall Range reportedly caused the industry there to peter out,⁴⁵ however more than 3000lbs of coffee were produced at Buderim, Maroochy River and Mt Coolum in 1897. In 1907 20 tons of Arabian coffee had been produced at Buderim alone, and a Brisbane firm had purchased the entire harvest. While there was demand for the product there was still the ever-present shortage of labour at Buderim, perhaps in this case caused by the forced repatriation of the South Sea Islanders who had laboured there.⁴⁶ More than a third of all Queensland coffee was produced in Buderim by 1909, and the Council area became Queensland's largest coffee growing region in 1911.⁴⁷

The industry always struggled with labour costs and cheaper imports. During the 1920s one coffee planter on Buderim shifted their business to New Guinea. Although around 7000lbs of coffee were produced in Buderim in 1931, coffee plantations on the Sunshine Coast were in decline. The Department of Agriculture and Stock acknowledged in 1933 that cheap imported coffee, mostly consisting of three parts chicory and one part coffee, was saturating the market and reducing the demand for local product.⁴⁸ Small coffee plantations remained on Buderim during World War II, however after the war it became a much less profitable crop. Farmers instead turned to strawberries and small crops. Some isolated coffee was still grown at Buderim in the early-1950s, and despite a hefty rise in returns for the industry it was not revived, and focus moved to northern parts of Queensland.⁴⁹



Figure 6: Buderim Mountain showing Fielding's orange, banana and coffee plantation 1907 (John Oxley Library).

⁴⁵ *Queenslander*, 14 September 1895

⁴⁶ *Brisbane Courier*, 4 April 1908

⁴⁷ Joan Hogarth, 'Buderim Ginger – An export success story', UQ Thesis, 1999

⁴⁸ *Bowen Independent*, 9 October 1933

⁴⁹ *Nambour Chronicle*, 26 February 1954



Figure 7: Coffee plantation at Buderim c1930 (Queensland State Archives).

*Agricultural activities - Fruit*⁵⁰

A range of fruits were grown on the North Coast from the late 19th century. The main fruit growing area was the Maroochy Petty Sessions District. The district's most important fruit crops were pineapples, bananas, oranges and strawberries. Fruit growing, especially pineapples, remained an important industry until at least the 1970s. By the 1980s, it was in decline. One of the factors contributing to this was Britain's entry into the European Common Market in the 1970s and the resulting loss of trade preferences.⁵¹

⁵⁰ Adapted from EHP.

⁵¹ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991)., 158.



Figure 8: Petty Sessions Districts in the North Coast Region (undated, Queensland State Archives).

The Maroochy area was the State's largest pineapple growing area by 1915 and remained so until well after World War II. The area of Woombye was ideal for pineapple growing and the first commercial crop is reputed to have been produced on Thomas Davey's farm at Woombye in 1895. A large increase in the number of growers occurred from 1908 after competition from Fiji prompted many banana farmers to change to pineapples. Other pineapple growing districts within the region by 1938 included Nambour, Palmwoods, Montville, Buderim, Beerwah, Glasshouse, Beerburum, Elimbah and Wamuran.⁵²

The development of canning technology in the early 20th century addressed the problem of how to preserve excess fruit. By World War II, more than half the pineapple crop was canned. Before World War I, the canning industry was dominated by small private interests. Canneries in the Maroochy region included the Golden Queen Cannery on the Didillibah Road at Woombye (established 1912), the Spring Creek Cannery also at Woombye (1913) and the BBB cannery at Bli Bli (1913). Most of these canneries were quite short lived. From 1919, fruit was railed directly from Woombye to the State Cannery in Brisbane. The Golden Circle Cannery at Northgate in Brisbane was established immediately after World War II by the COD (the Committee of Direction of Marketing, established in 1924) as a grower controlled cannery.⁵³

By the 1950s, Southern Queensland accounted for some 2,500 of the State's pineapple growers, compared with 250 in Central Queensland and 100 – 150 in North Queensland. In the southern region,

⁵² Ibid., 57 – 58; Department of Agriculture Reports, Queensland Parliamentary Papers, 1875 – 1935.

⁵³ Ibid., 60, 76, 155.

two thirds of the production came from three districts: Palmwoods – Woombye – Nambour; the Mary Valley; and Glasshouse – Beerwah.

A major increase in land given over to banana cultivation in southern Queensland occurred in the years leading up to 1915. Until this period, North Queensland had dominated the industry, but by 1915 crop yields declined in the north owing to soil depletion. The reduced supply caused the price of bananas to increase encouraging increasing numbers of southern Queensland farmers to turn to the crop.

Between as early as 1915 and 1925, the Maroochy area had the largest acreage under cultivation for bananas in the State. Bananas were first grown as early as 1884, when James Lindsay of Buderim shipped his first crop of bananas to market. This established farming area was ideally suited to the crop and this was the earliest centre of the industry in the region. Crops were initially shipped out through Pettigrew's wharf at Eudlo. Productivity remained high in the area until about 1900 when land degradation led to reduced yields. Following the arrival of the North Coast Railway in the Maroochy region by 1891, areas closer to the railway including the Maroochy River, Woombye and Palmwoods also moved into bananas.⁵⁴

By the 1920s the area from Eumundi and Kenilworth to Gympie had developed into a major banana growing region with Cooroy and Pomona being important railheads for the industry. From c1925, the Gympie petty sessions district took over primacy from Maroochy as the State's largest banana producer when for a period of about a decade, the area of land under cultivation for bananas in the Gympie petty session district exceeded Maroochy district. By 1938, the district between Yandina and Eumundi, and Palmwoods in the Maroochy district were the two largest banana growing areas in Queensland. Banana production was in decline by the 1960s owing to low fruit prices and the pressure of residential development.⁵⁵

The Maroochy Petty Sessions District was the State's largest producer of oranges from at least as early as 1900 until after World War II. From at least as early as the 1890s, citrus growing areas included Buderim, the Blackall Range (Montville and Mapleton) and near Woombye, Palmwoods and Nambour. Citrus growing was often combined with bananas. Citrus fruit was the first crop in Maroochy to be exported almost from the beginning of production. The initial markets were Canada and England.⁵⁶

By the 1930s, Maroochy began to experience a shift away from citrus growing to dairying in the Blackall Ranges area due to land degradation. After World War II citrus growing became largely concentrated in the area around Palmwoods. Fruit production continued to decline due to low fruit prices and the pressure of residential development.⁵⁷

Strawberries were grown on the Blackall Ranges in the former Maroochy Shire from c1899. The area remained the State's largest producer of the berry until c1910. The crop was pioneered by the Smith brothers from Redland Bay. The Blackall Ranges farms were highly productive; crops of five tons per acre were common. Strawberries were transported to Palmwoods and Nambour Railway Stations. Obtaining a commercial return for surplus fruit was always a problem in the Shire and in the Blackall Ranges this was partly dealt with by manufacturing jam from strawberries. Thomas Smith operated a jam factory on the range from at least as early as the first years of the 20th century.⁵⁸

⁵⁴ Ibid., 50 – 51; R. J. L. Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism*, Book, Whole vols. (Broadwater, Qld.: Utrey Publications, 2004)., 143, 257.

⁵⁵ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 100, 157; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 257.

⁵⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 55 – 56.

⁵⁷ Ibid., 105, 157.

⁵⁸ Ibid., 55, 60.

One of the major problems faced by fruit farmers in the North Coast was timely delivery of fresh fruit to market. This problem was largely overcome from 1919 after an arrangement was made to charter special trains to transport fruit directly to southern markets in Sydney and Melbourne. These trains stopped at Nambour, Woombye, and Palmwoods.⁵⁹



Figure 9: Packing pineapples in grower's shed, 1905 (Sunshine Coast Library).



Figure 10: Banana plantation near Buderim, 1920 (Sunshine Coast Library).

⁵⁹ Ibid., 76.



Figure 11: Orange grove in the Blackall Ranges, no date.



Figure 12: Harvesting strawberries at Mapleton, no date (Sunshine Coast Library).

Agricultural activities - Ginger

Another crop that has strong association with the Sunshine Coast and Buderim in particular, is ginger. It was successfully grown in Buderim as early as 1885, part of the diversification of crops that early farmers found necessary to make a living. It made little impact on the local economy and was abandoned early. Robert Duthie, a Brisbane jam and condiment manufacturer, is believed to have given ginger seeds to Arthur Burnett in 1916, who successfully grew the crop at Buderim. Within a few years other farmers had planted ginger too, and the crop was exceeding local requirements. Duthie Bothers and the Bengal Chutney Company in Brisbane purchased all of the initial produce. Market competition with imported ginger was always a difficulty, however the number of growers expanded over the next decade and in 1929 they formed the Ginger Marketing Association. Protection tariffs were imposed on imported product in the 1930s, and new markets such as confectionary makers MacRobertson, boosted the industry along.

The outbreak of war in 1939 saw the sources for imported ginger dry up, and wartime demand enabled a ginger processing factory to be built at Buderim by 1942. By that time however, much of the crop was being grown in the better soils of Eumundi, Cooroy and Nambour. After the war, the tariff was dropped and cheap imported ginger was able to flood the market. The local ginger industry effectively collapsed in 1953. Only two growers supplied the Buderim Ginger Factory in 1954 and the company's debts were significant. The situation improved during the 1960s, as the high quality of the product was aggressively marketed to, and established, in overseas markets. Exports increased dramatically and by 1973 the industry had a sales income of more than \$2,500,000. The successful transfer of the ginger factory from Buderim to Yandina in 1979 ended its physical association with the former town, although it retains the name of Buderim Ginger. The Ginger Factory at Yandina is now marketed as one of the Sunshine Coast's tourist attractions. The Sunshine Coast region presently produces over 75% of Australia's total ginger production, and according to the ABS in 2009 the region had over 170 hectares devoted to the crop.

Agricultural activities - Seafood

Caloundra's Thomas Tripcony obtained an oyster lease in front of his home on the Pumicestone Passage in 1874. The Moreton Bay Oyster Company, which had established a depot at Little Caloundra, later known as Donnybrook, obtained dredge sections from Dunwich to the entrance to the Pumicestone Passage in 1883, with the exception of those dredges held by R Leftwych at the mouth of the Pine River. Leftwych also had dredge sections at Maroochie and Noosa at that time. The Maroochy River was known for its oysters in the early years, however even by the mid-1880s most had been taken. Leftwyche had a cutter, the Lone Star, built to trade between Brisbane and Maroochie, carrying general cargo up and returning with oysters from his dredges. Leftwych was able to supply between 10 and 16 bags of oysters per week, while the Moreton Bay Oyster Company could supply sixty bags per week. Turner and Jones were taking oysters from Leach's bank at Caloundra in 1884, while Leach, Wilson and the Moreton Bay Oyster Company each had a bank two miles south of Caloundra.⁶⁰

Anchor Brand and Lighthouse Brand fish canneries operated on the northern end of Bribie Island in the 1900s. Fish destined for the Lighthouse facility were scaled, cleaned and cut on the jetty after landing. They were then taken to the factory for canning, and cooked in the cans in large steam retorts. The main distributor for the company was in Brisbane.

Samuel Leach established the first commercial fishing ventures from property at Bells Creek, south of Caloundra, around 1879. He had previously been involved in floating logs from Coochin Creek to Donnybrook.⁶¹ The family business operated along the coast well into the 20th century. Some of the Tripcony family were also commercial fishermen in the region into the 1920s. Fishing in the river or

⁶⁰ Brisbane Courier, 19 September 1884

⁶¹ *Courier Mail*, 22 November 1937.

creek mouths was quite profitable. Clarke was fishing Coochin Creek into the passage from 1917. He moved to Caloundra where his family kept fishing, and built an ice works, Caloundra Fish and Ice Supplies, around 1925. The fish were packed in ice and taken to the Landsborough Station by horse and cart, and then railed to Brisbane. Clarke was later able to afford a larger boat that not only increased catch capability but was also able to deliver the fish to the Brisbane Fish Market overnight. Prior to World War II there were no marketing regulations for fish. Clarkes sold fish to Brisbane buyers, or in Maleny, Woodford, Nambour and Kilcoy, or locally to shops or guesthouses. The establishment of a Fish Board at the end of the war regulated that supply. Commercial fishermen had to be licenced and all fish supplied to the Board for on-sale.⁶²

During early World War II the Caloundra beaches and Pumicestone Passage were defence areas and the fishing grounds were moved elsewhere. Chaplin Brothers commenced fishing operations at Caloundra around 1944 and were in opposition to the Clarkes. In the first week of June 1948 they took in 56000lbs of fish, which included a 22000lb single-haul of mullet in Pumicestone Passage, the largest in Caloundra waters in three years.⁶³ Commercial fishing in Pumicestone Passage was finally banned in 1995.

A prawn trawler from the Northern Rivers of NSW had a successful catch off Mooloolaba in 1949, inspiring six trawlers to begin operating out of Mooloolaba in 1950. The catches were for the local market. Newspaper accounts accurately described it as the 'new local industry' at the time, and it continues to be a prominent industry today.

Agricultural activities - Sugar

William Clark, a lessee of the Mooloolah Plains grazing run, planted sugar cane at Bli Bli in 1865, the first in the Maroochy area.⁶⁴ The only place his sugar could be processed, however, was in Brisbane, and the costs involved led him to abandon the project within a year. The success of the crop however, appears to have inspired others to plant sugar cane in the district. Joseph Dixon was one of the small group of the Society of Friends, commonly known as Quakers, who planted Bourbon variety cane at 'Friends Farm' on the Mooloolah Plains near the mouth of the Mooloolah River in 1869. The Quakers built a horse powered crushing mill there and produced their own raw sugar.

More Bourbon sugar cane plants were landed at Ballinger's wharf on the Mooloolah River in March 1870 and an increasing number of farmers took a chance on the crop.

Buderim plateau was surveyed and opened for selection in 1870, and Joseph Dixon and some of the Quakers moved away from the rivers plains. They cleared land at Buderim and planted cane there. Other farmers on Buderim followed suit. With his father-in-law John Fielding, Dixon bought a second-hand sugar mill from Burpengary in 1876 and established a sugar mill on what is known as Mill Road at Buderim. The first sugar was crushed in October of that year. The following year Dixon also brought in a small number of South Sea Islanders to work as labourers on his land. Sugar production grew rapidly during the 1870s at Buderim, Bli Bli and on the Maroochy and Mooloolah rivers. Increased sugar prices in the 1880-84 period and prospect of a Brisbane rail link resulted in a further 198 farms being taken up during those years. The lower parts of the range near Nambour, and at North Arm were planted in the early 1880s, and additional farms cleared at Bli Bli.

Some of the Buderim sugar growers became dissatisfied with Dixon's monopoly, and backed by entrepreneur James Campbell, formed the Buderim Mountain Sugar Company. They built a mill in opposition to Dixon's and it operated to the end of the 1880s, but was not a financial success. Buderim raw sugar was sold to the Colonial Sugar Refinery mill in Brisbane. An estimated 500 acres was planted

⁶² http://library.sunshinecoast.qld.gov.au/library/documents/heritage/oral_histories/lloyd_clarke_oral_history.pdf.

⁶³ *Nambour Chronicle*, 11 June 1948.

⁶⁴ *Queenslander*, 18 July 1884.

under sugar cane at Buderim by 1885,⁶⁵ however the sugar prices began to decline. Dixon's mill continued in operation until 1898 by which time all that remained of the Buderim sugar farms were in Dixon's hands, the majority of farmers having opted for bananas for the best return.⁶⁶

Farmers taking up land at Cobbs Camp (Woombye) had cleared the timber and planted sugar cane by 1871. New plantations were still being planted a decade later, and a sugar mill was planned. Henry Kiel obtained property at Bli Bli in 1882, and had about six acres under sugar cane by 1884. At Yandina several selectors took up sugar farming during the early 1880s as the scrub was cleared.⁶⁷ Carrol, a hotelier at "Petrie's Creek Hotel" was also growing sugar cane in 1885, and much of the low lying land was under cultivation. More than 200 acres of cane had been planted between Cobbs Camp and Petrie Creek (Nambour) on the expectation a new sugar mill would be crushing in 1885, however its proposer reneged on the deal, leaving many unhappy farmers out of pocket. The downturn in sugar prices in the mid-1880s, caused by subsidised European sugar beet, came at a time when the Council area had its best crops. Not all of it could be cut, and the harvest potential was not realised. It reinforced the need for the small farms to have diversified interests. Corn, wheat, bananas and even oranges were trialled as replacement crops. At Glasshouse Mountains, sugar was planted but gave way to bananas and pineapples. There was also cane at Landsborough in the 1890s. At Eumundi many farmers planted sugar cane, and George Etheridge built a sugar mill to complement his sawmill.⁶⁸

In 1892, a public meeting held in Nambour to gauge the prospects of sugar-growing in the Council area was unanimous "that cane-growing at very low prices would be far better than corn-growing at present prices."⁶⁹ The prospect hinged on the construction of a local mill. In December 1894 shareholders of the Moreton Central Sugar Mill Company met at Nambour to discuss the registration of the company and plan for the first crushing season. Promises of 200 acre plantings were made by farmers around Petrie Creek, provided the Company laid down tramways to transport the cane.⁷⁰ The original registered shareholders of the Company were Mooloolah storekeeper, GL Bury; D Currie, and P King, farmers at Nambour; Yandina draper J McNab; surveyor GC Reid of Nambour; Nambour saw-miller DH Mitchell, and H Andresen, a Nambour farmer.⁷¹

Construction of the sugar mill began in 1895. It commenced operations in 1897 servicing farmers from Yandina to Bli Bli. Its network of narrow-gauge tramway spread over the decades allowing the movement of goods and people, as well as sugar cane, from as far as Mapleton and Coolumb. The first major industrial development in the town, the sugar mill brought Nambour economic prosperity and it quickly became the commercial hub of the Council area.

Some of the low-lying land around Coolumb was of little agricultural use until work commenced around 1910 to drain the swamps. After two decades of work, dairy farms were expanded over the reclaimed land, and sugar cane and coffee crops planted. A cane tramway, built from the central sugar mill at Nambour and crossing the river near Bli Bli, was also used to carry passengers. In 1901, the sugar growing Council area stretched from Yandina to Buderim. From the 1920s residents had lobbied for a river crossing at Bli Bli. Sugar cane farmers on the North Shore agreed in 1957 to fund half the cost of

⁶⁵ Brisbane Courier, 10 June 1885

⁶⁶ Brisbane Courier, 19 August 1889

⁶⁷ Brisbane Courier, 18 November 1882.

⁶⁸ Queenslander, 9 March 1895

⁶⁹ Brisbane Courier, 22 April 1892

⁷⁰ The Week, 7 December 1894

⁷¹ Brisbane Courier, 24 January 1895

bridging the river, as it promised opportunity for expanding their industry. The bridge was designed to carry motor vehicles and cane trains, and opened in 1959 as the David Low Bridge.

The modern sugar industry has always struggled with financial viability when competing on the international market. The 1990s were a depressed time for the local industry, and finally the closure of the Moreton Central Sugar Mill in 2003 ended more than a century of sugar crushing in the Sunshine Coast. It removed a major industry from the local economy and changed the landscape yet again. Some cane fields are being converted to other uses in some cases, including residential and commercial development, although sugar cane continues to be grown in the Council area. Some farmers invested in a cattle fodder factory, which kept their cane farms active, however the operation closed in 2013.

Agricultural activities - Tobacco

The Tobacco Settlement Scheme was introduced in 1931 at Beerburrum and Beerwah in an attempt to alleviate unemployment caused by the economic depression. It allowed unemployed workers to become tobacco growers on forfeited soldier settlement farms. A State-run farm near Beerburrum grew the tobacco for planting. Large families were preferred, and each was offered a house, land and a cow. If there was no house, a prefabricated tin and hessian structure was provided. Most of the new farmers had no experience growing tobacco, which is a difficult crop. Visiting instructors from the Department of Agriculture provided some assistance. The scheme was unsuccessful and by 1935 few of the farms remained. Attempts to grow tobacco on an experimental farm in Maleny in 1920s-30s were also unsuccessful.

From the late 1950s tobacco growing was reintroduced, though this time between Beerwah and Glass House Mountains. Migrant families from tobacco growing towns of NSW and North Queensland relocated to begin farming. A South East Queensland Tobacco Growers Co-Operative was set up by the farmers to assist their industry. More than 70 farms were growing tobacco when the health implications of the produce were being realised in the 1970s. The Commonwealth and State governments provided incentives for the farmers to stop growing the crop, and many switched to growing macadamia nuts. The last crop grown in 2006 was ploughed back into the ground.⁷²



Figure 13: Buderim Mountain Sugar Company Mill workers (Sunshine Coast Library).

⁷² <https://www.sunshinecoast.qld.gov.au/Council/News-Centre/Backward-Glance-tobacco-industry-13-Jan-2016>



Figure 14: G Burrows carting sugarcane at Yandina c1928 (Sunshine Coast Library).

Protecting and conserving the environment

Despite the dramatic transformation of the landscape since the 1850s, the Council area is blessed with an abundance of unique natural landscapes. National Parks and conservation reserves protect and ensure the preservation of valuable regional ecosystems. These places are highly valued features and attractions for the Sunshine Coast. Examples abound: what is now Kondalilla National Park became one of the first declared recreational areas in 1906, then a national park in 1945. It was linked with Obi Obi National Park in 1988. Dularcha National Park was gazetted in 1921 and Mooloolah Forest Reserve was added to the Park in 2010. Mapleton National Park was formed in 2011 with the amalgamation of the Mapleton Forest Reserve and Delicia Road Regional Park. Mapleton Falls was a recreational reserve from 1935 and became a National Park in 1973. A 40-hectare area of rainforest near Maleny was given to the former Landsborough Shire Council in 1940 by the Thynne family in memory of their mother. The rainforest reserve is known as the Mary Cairncross Park. In 1993, the Pumicestone Passage was included in the Moreton Bay Marine Park. The Maroochy River Conservation Park near the mouth of the River at Mudjimba was gazetted as a conservation park in 1992, and Mudjimba Island was added to the park in 1998. Off-shore the Ex-HMAS Brisbane Conservation Park was created by the sinking in 2005 of the former Australian warship nine kilometres off Mooloolaba. The ship is now a tourist attraction as an artificial reef and dive site.

The coastal strip around Coolum came under increasing development pressure with the boom in the Queensland economy around 1980. 'Save Mt Coolum' was one of a number of public campaigns against unsympathetic development. In this case citizens action stopped the development of a disused quarry on Mt Coolum as a 'Colonial' theme park, which included cable car rides to the top of the mountain. A Council decision to approve it was reversed after a concerted effort by the Sunshine Coast Environment Committee and the Save Mt Coolum Committee, and the land at the centre of the campaign was eventually incorporated into a national park.



Figure 15: Entrance to Kondalilla Falls National Park, 1964 (Sunshine Coast Library).

2.3 Developing secondary and tertiary industries

*Feeding Queenslanders, developing manufacturing capacities - Dairy*⁷³

Dairying emerged as a viable industry in the late 19th century, growing rapidly to develop into the principal primary industry in southeast Queensland by the interwar period. After a few decades of prominence between the wars, the industry went into a decline from which it has never recovered.⁷⁴

The rise and decline of the dairy industry was facilitated by technological advances and largely driven by government. The closer settlement of rural areas by small farmers after the European model was an ideal held by successive governments from the middle of the 19th century. Since the domestic market was too small to support more than a limited number of farms, a viable product had to be found for export. Cotton and wheat were unsuccessfully tried from the 1860s. Later, sugar was found to be a viable option and by the 1880s, dairy products also emerged as a potential export commodity well adapted to 'pioneer' farming. A regular monthly payment for dairy produce ensured a small farmer's survival when all else failed. Dairying became the catalyst for opening up many regions in southeast Queensland and so played a significant role in the closer settlement of the State.⁷⁵

Before the 1880s, dairy products such as butter were produced on a small scale and sold at nearby settlements. Between the late 1880s and the 1900s, the dairy industry grew rapidly. Queensland's total number of dairy cattle in 1898 was 80 000; by 1910, this had grown to 350 000. Initially, dairying was concentrated in south-east Queensland and by the mid-1900s it was emerging as the principal rural industry of the North Coast area. Major areas of development were along the fertile valleys of the main rivers and tributaries. The development of the North Coast Railway in the late 1880s and the 1890s also shaped the industry. Many dairy factories were established at regional centres along the line.⁷⁶

The earliest dairy factories were owned by proprietary companies or private individuals. The idea of cooperatives, where groups of dairy producers banded together to establish factories was developed in Switzerland in the 1880s. The concept was enthusiastically embraced by Queensland farmers who were often dissatisfied by the prices paid by proprietary factories. By the early 1900s, cooperatives were becoming the dominant form of ownership.⁷⁷

The end of the nineteenth century also saw the introduction of fodder cultivation and sown pastures. This was designed to overcome the problem of poor quality feed during the winter months which resulted in cows losing condition and reducing their yield of milk.⁷⁸

⁷³ Adapted from EHP.

⁷⁴ Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995)., 112; EB Rice, "One Hundred Years of Queensland Dairying," *Queensland Agricultural Journal* 85, no. 9 - 11 (1959)., 644; J C R Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915.," *The Australian Geographer* 9 (1971)., 476, 490; QPP 1924, 2:94.

⁷⁵ Thom Blake, "Queensland Cultural Heritage Context Study," (Brisbane: Environmental Protection Agency, 2007)., 22 - 23.

⁷⁶ Leith F. Barter and Pine Rivers . Council, *Pioneering the Pine : A Short History of the Pine Rivers Shire*, Book, Whole vols. (Strathpine, Qld.: Pine Rivers Shire Council, 2005)., 29; Blake, "Queensland Cultural Heritage Context Study.", 21; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 83 - 84.; QPP 1903, 1:57; QPP 1907, 2:551 - 2.

⁷⁷ Rice, "One Hundred Years of Queensland Dairying.", 564; Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 482.

⁷⁸ Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 486.

Inhibited by poor access, dairying did not start on the Blackall Range until the early 1900s; considerably later than in the areas closer to Brisbane. However, by 1915 it had emerged as the largest dairying centre in the North Coast Region supporting around 300 dairy farms representing some 95% of selectors in the district.⁷⁹ The Maleny Cooperative Dairy Association butter factory opened in 1905. Cream was delivered by coaches to the factory and from here, butter was conveyed by horse or bullock drawn vehicle to the railway station at Landsborough. By 1912, a second larger building was added to the earlier factory.⁸⁰

Located on the Mary River, Kenilworth developed into a prominent dairying area by the 1920s. The industry began on a small scale after 1888 when a section of the Kenilworth pastoral lease was resumed and made available for selection. When Richard Sims, a local farmer, installed a manual cream separator in 1898, some seven suppliers brought milk there. The first cream was transported out of the area in July of that year. It was conveyed by packhorse to Eumundi along roads that were too rough for wagons. From here it was railed to Brisbane. Cream production was boosted in 1899 after the manager of Ubi station, J C Hassall, bought a steam separator. The Kenilworth Farmers Association was formed in 1902.⁸¹

Though the Maroochy region was recognised to have good potential for dairying it was remote from the market at Brisbane and the local market was too small to support a dairy industry through much of the late 19th century. The arrival of the North Coast Railway in the 1890s eased this situation. By World War I dairying was making a significant contribution to the growth of the region especially in the areas around Eumundi and Yandina. Yandina doubled in size between 1885 and 1914 largely due to dairying.⁸²

The growth of the industry in the early years of the 20th century was partly a response to Government stimulus of the dairy industry. However, another important factor was a slump in fruit industries between 1908 and World War I. This led to some fruit growers converting their land into pasture. A further factor was the availability of inexpensive land in the form of marginal sugar farms on the lower slopes of the Blackall Range. Farmers from northern New South Wales gradually bought up this land for dairying.⁸³

⁷⁹ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 84; QPP 1916 – 7, 2:545 – 8; QPP 1905 2:399; QPJ 1901 3:328; Ann Wallin and Associates, "H-Calou/0010 & 0011: Caloundra City Council Cultural Landscape Study -- Volumes 1 & 2," (1995)., Vol 1, 47; Catherine E. Rees, *Recollections of the Early Days in Maleny* (Caloundra: Landsborough Historical Society, 1977)., 5.

⁸⁰ Associates, "H-Calou/0010 & 0011: Caloundra City Council Cultural Landscape Study -- Volumes 1 & 2.", Vol 1, 47; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 84; QPP 1916 – 7, 2:545 – 8.

⁸¹ Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991)., 61 – 62; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 84; Kenilworth Centenary Celebrations Committee, *Kenilworth Centenary 1850 to 1950: A Brief History of the District and Early Settlement of the Upper Mary Valley Country.* (Kenilworth: The Committee, 1950).

⁸² Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 61 - 62.

⁸³ Ibid., 60 – 62.



Figure 16: A Dairy at Palmwoods, c1905 (John Oxley Library).



Figure 17: Dixon's dairy c1897 (Queensland State Archives).

Following World War I, dairying entered a boom period. Expansion was encouraged by the Labour government's commitment to agrarian based closer settlement. Dairying was regarded as the most

suitable means of achieving this goal and became a major factor stimulating the expansion of closer settlement. In contrast to other agricultural pursuits, it offered small farmers the prospect of a modest but reliable income.

By the 1930s, when dairy production peaked, it had emerged as the second largest primary industry in Queensland accounting for 20% of primary production. Between 1927 and 1937 the total number of dairy cattle rose by 50%. In 1938-9, a record year, some 347 million gallons of milk and over 154 million pounds of butter was produced. Around 31 000 dairies were in operation by 1940, most of which were small family farms. Dairying was regarded as the principal primary industry in the southeast and continued to expand often complemented by pig rearing.⁸⁴

It was also an era of increasing regulation. Concerns about hygiene and the poor standard of dairy buildings emerged at the beginning of the 20th century. The *Dairy Produce Acts 1904-05* provided for inspections of dairies and dairy-product factories, and for the regulation of the manufacture, sale and export of dairy produce. Government also intervened to manage the profitability of the industry. The Primary Producers' Organisation and Marketing Act was passed in 1926 to provide for the organised marketing of product by boards constituted of producers' representatives. A 1935 amendment regulated transport of milk and cream to factories to better manage product quality and to avoid uneconomic practises.⁸⁵

With improvements in the road system and increased use of motor vehicles by the 1920s, motor transport of milk soon exceeded horse-drawn means. Following a railway strike in 1927, road transport was used in preference to rail as the means of transport to Brisbane. Insulated road tankers were used from 1947.⁸⁶

By the interwar period, the dairy industry was creating a distinct rural class. In the late 1930s around one in eight Queenslanders were living on dairy farms. However, few of these were prosperous enough to sustain the farmer and his family on the strength of dairying alone. Farmers survived on unpaid family labour and relied on growing produce for family consumption.⁸⁷

The profile of milk production in the North Coast Region remained as it had become established in the early years of the twentieth century. The peak area of production was in the northern part of the region, including the Maroochy district.⁸⁸ Maroochy dairying entered an expansive period after World War I. In the first half of the 1920s the last sections of Kenilworth and Ubi pastoral leases were subdivided into dairy farms. Rapid development also occurred in other parts of the former Maroochy Shire including Yandina. In a single year between 1924 and 1925, the number of farmers in the former shire increased by 350.⁸⁹ In 1920, the Caboolture Cooperative Dairy Association opened the Eumundi

⁸⁴ Blake, "Queensland Cultural Heritage Context Study.", 20 – 21; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112; Rice, "One Hundred Years of Queensland Dairying.", 644; Camm, "The Development of the Geographic Pattern of Dairying in Queensland, 1890 to 1915..", 476, 490; QPP 1924, 2:94.

⁸⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112; Rice, "One Hundred Years of Queensland Dairying.", 566, 640 – 41, 714 – 5, 722.

⁸⁶ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2."; Rice, "One Hundred Years of Queensland Dairying.", 715, 721-2.

⁸⁷ Blake, "Queensland Cultural Heritage Context Study.", 23.

⁸⁸ Department of Agriculture Reports in the Queensland Parliamentary Papers.

⁸⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 97, 99; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 112 – 113; Rice, "One Hundred Years of Queensland Dairying.", 716; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 156.

Butter Factory.⁹⁰ Rapid development also occurred in the Blackall Ranges during the interwar period. At Maleny, a new brick butter factory was added to the existing factories. By 1940, three factory buildings established from c1904 to 1940 existed side by side on Coral Street.⁹¹

Despite the overall expansive nature of the dairy industry, the Great Depression brought setbacks to some smaller dairy farmers in the Council area who were forced to sell after acquiring their farms at over inflated prices during the boom period of 1920s. Others left their farms in the face of government encouragement to combine smaller holdings into larger more efficient farms.⁹²

Since World War II, the dairy industry has experienced a general decline. There was a buoyant period during the War to supply the influx of military personnel, and during the post-war reconstruction period. However, by the 1960s, it was clear that dairying was not sustainable into the future. Export opportunities became increasingly restricted. This culminated in 1973 when Britain joined the European Common Market. This meant the loss of preferential trade agreements with Britain. Australia could no longer compete with efficient New Zealand farms and subsidised European producers. The trend was towards larger, more efficient dairies, and from 1960 though there were less dairy farms, their productivity rose sharply due to consolidation of operations and improved technology. The era of the small dairy farmer was ending.⁹³ Apart from the more difficult international market, a number of other factors combined to make small operations less viable on the North Coast, including the attraction of selling farms to make way for more lucrative residential developments.⁹⁴ The period after the War was also characterised by a move away from butter production towards fresh milk supply.

In the former Maroochy Shire, the decline was offset to some extent by the opening of a cheese factory at Kenilworth in 1952 by Kraft Foods.⁹⁵ Kenilworth was a logical location for the factory because of its position between the dairying centres of Eumundi and Maleny. The factory initially faced opposition from local farmers who ideologically favoured the cooperative system over private ownership. However, the factory did provide a market for local milk and this helped to compensate for the difficult market elsewhere.⁹⁶ Dairying remained an important part of Maroochy's economy until the mid-1970s. Thereafter, the number of farms has declined rapidly. By 1979, dairying in the shire was confined to the Kenilworth area, parts of the Eudlo Creek basin and the Dulong Plateau. In 1989, the number of farms in the Shire had reduced to 52.⁹⁷ A lack of milk supplies also forced the closure of the

⁹⁰ Council, "H-Noosa/0531: Historical Cultural Heritage of Noosa Shire- Report. A Historical Overview & Associated Sites, Features and Precincts."Cooroy and Cooroy Mountain, 36

⁹¹ Picture Queensland,

⁹² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 100.

⁹³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 158, 9; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 132, 133, 151; Blake, "Queensland Cultural Heritage Context Study.", 22; Smith, *Tracks and Times: A History of the Pine Rivers District.*, 85.; Barter and Council, *Pioneering the Pine : A Short History of the Pine Rivers Shire.*, 35; V.C. Tucker, *Technological Change in the Dairy Industry* (Brisbane: Queensland Dept. of Primary Industries, 1988)., 2.

⁹⁴ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 133; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 159.

⁹⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 133. Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 158.

⁹⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.* 158 – 9.

⁹⁷ Ibid. 159, 160.

Kraft factory in 1989. However, the factory was reopened in 1990 by locals who focussed on making specialist cheeses and yoghurts.⁹⁸



Figure 18: Kraft Foods factory in Kenilworth (Sunshine Coast Library).

⁹⁸ Ibid. 160



Figure 19: Maleny Butter Factories, 1940s (John Oxley Library).



Figure 20: Boy possibly working butter at Maleny cooperative dairy company, no date (John Oxley Library).

*Catering for tourists*⁹⁹

The Sunshine Coast is Queensland's third largest tourist destination in terms of holiday accommodation after Brisbane and the Gold Coast. The region began to develop as a holiday destination at the end of the 19th Century.¹⁰⁰ It experienced steady growth from the end of World War I and this has accelerated after World War II, especially during the last 25 years when the population of the Sunshine Coast has grown at around twice the rate of the State as a whole.¹⁰¹

Growth of the Council area as a tourist destination was largely predicated on access, and this was based on developments in both transport technology and the transport network. Initially, poor access inhibited the growth of the Council area as a holiday destination. As transport networks improved accessibility, the resort settlements became more popular and by World War II, the demand for better access for tourists was driving the development of transport infrastructure such as roads and airports. Therefore, the history of the development of tourism on the Sunshine Coast can be divided into four stages based on transport technology: 'The Pre-railway era (up to the 1880s)'; 'The Railway era: foundation period (1880s – 1914)'; 'The Railway era: interwar period'; and 'The motorcar and mass tourism: post World War II'.

Other factors that influenced the development of tourism on the Sunshine Coast were leisure time, popular taste and population growth in south-east Queensland.

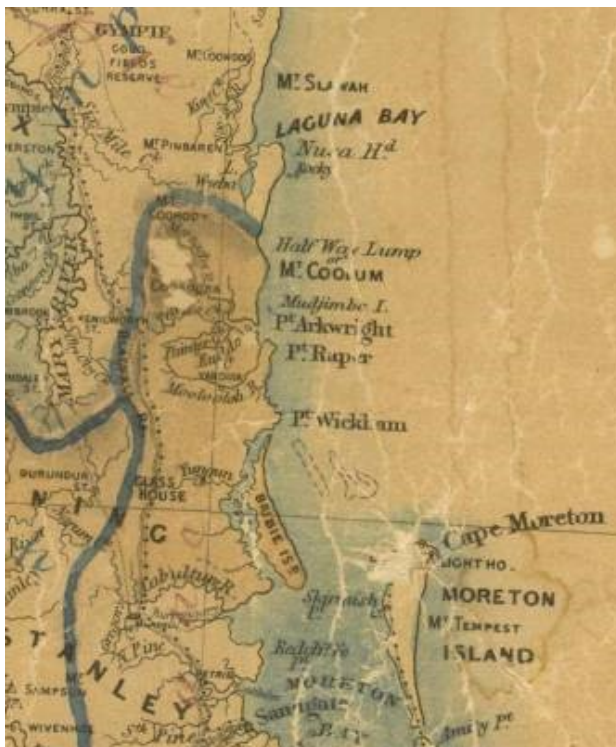


Figure 21: 1871 Road map of the North Coast (QSA). To view larger image see Appendix 3.

Until the middle of the 19th century, given that large parts of Queensland were still unexplored or undeveloped, mobility was restricted owing to the absence or very poor standard of roads. As late as 1860 there were only 10 roads listed for the whole of Queensland and none passed through the North Coast area. A road from Bald Hills to Redcliffe was formed by the early 1860s, but by 1864 this was

⁹⁹ Adapted from EHP.

¹⁰⁰ ABS, *Queensland Year Book* (Brisbane: Australian Bureau of Statistics, 1940 - 2001).

¹⁰¹ *Ibid.*; *Queensland Post Office Directory*, (Brisbane: Publisher varies, 1868-1949).

almost impassable. Later in the 1860s, a road between Brisbane and Gympie was made. A Cobb and Co route followed this road and roadside inns were built at coach stops. This road also deteriorated to the point where it was hardly used by 1879.¹⁰² In practise, many people travelled north using coastal and river steamers. The steamer service to Gympie via Tewantin on the *Culgoa* was advertised as the shortest route in 1877. The ketch *Enterprise* also ran a service.¹⁰³

Another factor limiting the development of tourism was the lack of leisure time. The most common break was a half day or a day. This coupled with the transport difficulties restricted the destination options to places that were close to urban areas.¹⁰⁴

Up to the 1880s, aesthetics and health were the prime considerations when selecting a place to resort. Sea bathing was considered therapeutic. The ideal resort comprised a coast line of small coves and inlets offering safe bathing and picturesque headlands. Long surf beaches were not valued as much.¹⁰⁵ Redcliffe met most of the criteria for a favoured watering place and was readily accessible from Brisbane. At the same time, visitors to the coastal areas further north were commenting on their potential as 'watering places' but difficulty of access limited their viability for Brisbane visitors.

The introduction of the steam engine revolutionised tourism and travel. Steam ships, providing faster and more reliable sea transport, were already established by the 1880s. The railway increased the horizons of tourists and day trippers providing affordable, convenient and rapid transport to more distant locations. Railways and steam ships became the main modes of transport to holiday destinations. Railways were 'crucial to the creation of almost all of Australia's tourist resorts in the late 19th and early 20th centuries'.¹⁰⁶ Establishing and maintaining a convenient transport link to the nearest railway station became an important factor determining the viability of resort areas. Priority was given to developing feeder routes to stations in preference to through routes linking settlements. Another factor contributing to the growth of the North Coast as a holiday destination during this period was the economic boom and rapid population growth that took place in South East Queensland in the 1880s.

Tourist agencies began to be established in Australia from the 1880s.¹⁰⁷ Government involvement began with the establishment of the Victorian Tourist Bureau after the 1888 Centennial Exhibition in Melbourne. Queensland followed suit in 1907 with the establishment of the Government Intelligence and Tourist Bureau. The Bureau aimed to promote tourism, provide a booking agency and improve

¹⁰² Margaret Pullar, "Historic Routes of Queensland," (Brisbane: National Trust of Queensland, 1995), 12; J and Spearritt Davidson, P, *Holiday Business : Tourism in Australia since 1870* (Carlton: The Miegunyah Press at Melbourne University Press, 2000), 154; John Richardson, *A History of Australian Travel and Tourism* (Melbourne: Hospitality Press, 1999), 1, 68; Thom Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses," (Brisbane: National Estate Program 1995/6, 2001), 7, chapter 2; Thom Blake, "H-Redcl/0001 & 0003: Redcliffe City Council Cultural Heritage Study," (2002), 29 – 30; Rod Fisher, Chris Loch, and Judy Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2," (1995), 31; Gary McKay, *Times of Change: A History of Caloundra City* (Caloundra: Caloundra City Council, 2007), 35; Helen Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, Book, Whole vols. (Brisbane: Boolarong for the Maroochy Shire Council, 1991), 21, 34.

¹⁰³ R. J. L. Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism*, Book, Whole vols. (Broadwater, Qld.: Utreya Publications, 2004), 92, 98; Brisbane Courier, 13 and 17 July 1877.

¹⁰⁴ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 154; Richardson, *A History of Australian Travel and Tourism.*, 1, 68; Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 7, chapter 2.

¹⁰⁵ Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 6, 7, 74.

¹⁰⁶ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 154.

¹⁰⁷ *Ibid.*, 60, 62, 70.

standards of accommodation and service. By 1911, the Queensland Government was promoting Queensland South Coast beaches in both Melbourne and Sydney and a small number of wealthy southerners were travelling north for holidays.¹⁰⁸

The North Coast Railway, opening to Caboolture in 1888 and linking with Gympie by 1891, helped to bring the North Coast beaches within reach of Brisbane. The return trip between Brisbane and Gympie could now be completed in a day. However, access to coastal settlements from the railway remained inadequate, comprising, in the main, a combination of very poor roads and river boats. The Maroochy River remained an important link in the route to the coast from the Yandina railway station until well into the 20th century. William Coulson's motor launches provided a service along this river from the early 20th century until 1969.¹⁰⁹

The arrival of the railway created pressure for roads to be constructed to railway stations. Roads were given a priority by the newly created Maroochy Divisional Board in the 1890s. Work during the 1890s included a road up the Blackall Range at Dalzell's Pinches (Highworth) and the Razorback Road at Montville.¹¹⁰

Due to poor access to the coast from the railway, coastal steamer services remained important. They were also a much more comfortable option. By 1883, James Campbell's steamer *Mavis* was making a weekly visit to Woody Point, Scarborough and Bribie Island en route to Campbellville. Campbell's other steamer, *Bribie* plied a route between Brisbane to Caloundra. Andrew Tripcony's *Grace* sailed three times a week from Caloundra, carrying goods and passengers, to link up with the *Koopa* at Bongaree on Bribie. Tripcony built a sea wall and stone jetty in front of his house at Caloundra where he anchored the *Grace*.¹¹¹

Health remained a major motivation for visiting resorts before World War I. Still water bathing remained the preferred option although by the beginning of the 20th century, people were beginning to venture into the surf. Local Government Authorities began to erect beachfront facilities. By 1907, the first Surf Lifesaving Clubs in Australia were being established. Queensland's first was formed at Coolangatta in 1911. Life-saving equipment began to appear on beaches.¹¹²

Maroochydore and Caloundra began to develop as recreational destinations from the 1880s. Both settlements remained small before World War I, mainly used by their small hinterland populations rather than visitors from Brisbane. The development pattern at Maroochydore reflected the bathing preferences of the time: attention initially focussed on the still waters upstream from the bar at the river mouth.

At Maroochydore, development commenced on the edges of the Maroochy River inside the bar. The present location of Cotton Tree just inside the river mouth was popular with campers. From the 1880s, the Salvation Army managed an annual Christmas camp there. Further up-stream, cottages that were

¹⁰⁸ Richardson, *A History of Australian Travel and Tourism*., 76, <http://www.archivessearch.qld.gov.au> agency description.

¹⁰⁹ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism*., 116, 189, 198; Gregory, *Making Maroochy: A History of the Land the People and the Shire*., 39, 40; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 79 – 80.

¹¹⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire*., 40.

¹¹¹ McKay, *Times of Change: A History of Caloundra City*., 57 – 58, 75; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 58; Richardson, *A History of Australian Travel and Tourism*., 23 – 27; Davidson, *Holiday Business : Tourism in Australia since 1870*., 38.

¹¹² Davidson, *Holiday Business : Tourism in Australia since 1870*., 131 - 134, 137 – 138; Gregory, *Making Maroochy: A History of the Land the People and the Shire*., 81, 86, 92.

formerly part of Pettigrew's sawmill were purchased by Thomas O'Connor and rented to holiday makers from 1898.

By World War I, a small permanent settlement had developed. The Club Hotel opened in 1912. Land at the beach near Cotton Trees was auctioned by the Government in 1915 with the first house being built there in 1916. A School of Arts with holiday lending library opened in 1916, a branch of William Whalley's Nambour shop in 1917 and Mrs A. Tucker's boarding house, refreshment rooms and a shop in 1919. The former Maroochy Shire Council erected sanitary and bathing facilities. While boating, fishing and swimming in the river dominated activities, by 1908, swimmers were also visiting the surf beach where the Council installed a life-saving reel.¹¹³

The town of Caloundra was surveyed in 1883. Development initially took place between Moffat Head on the north and Wickham Head on the south. Its first hotel was the Hotel Caloundra (1885 – 1906) at Shelly Beach and its first guesthouse was the Sea Glint (1888 - 1899). In 1899, the Kings moved to the present King's Beach to run a boarding house. By the turn of the century, there was another boarding house (Bulcock's 'The Homestead'), a lighthouse (1896) and a few cottages.¹¹⁴

Like the seashore, the mountains were valued for both therapeutic and aesthetic reasons. The mountains were places for recuperation of mind and body: a cool place to retreat to during the oppressive summer months. The mountain air was believed to be purer. By the 1880s, an appreciation of the scenic values of Australian mountains was emerging. Interest centred on specific features such as waterfalls or scenic lookouts, which appealed to romantic notions of aesthetics.¹¹⁵ However, this did not mean that the need to preserve bushland for ecological reasons was appreciated. Until at least the 1920s, the emphasis was on visitor amenity.¹¹⁶

The Blackall Range began to develop as a health resort from the 1890s after access into the area improved. Hotels and boarding houses were built at Mapleton and Montville. A.C. Johnson's Ocean View Hotel at Mapleton was particularly popular before World War I. Other guest houses on the Range included *Strongarra*, *Elanora*, *Mrs Monte Dart's Mayfield House*, and *Elston House*.¹¹⁷

The Buderim Plateau also developed as a highland resort. It was nowhere near as high as the Blackall Range but had the advantage of being closer to the coast. At least two guest houses existed there before World War I.

¹¹³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 81 - 83.

¹¹⁴ McKay, *Times of Change: A History of Caloundra City.*, 64 – 66; *Telegraph*, 1 May 1914.; Blake, "At the Beach: The Cultural Significance of Beach Settlements and Beach Houses.", 7.

¹¹⁵ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 12 – 18, 220 - 1. Richardson, *A History of Australian Travel and Tourism.*, 68.

¹¹⁶ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 228.

¹¹⁷ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 95.



Figure 22: William Grigor's Bankfoot House, a typical coach stop c1868 (Sunshine Coast Library).

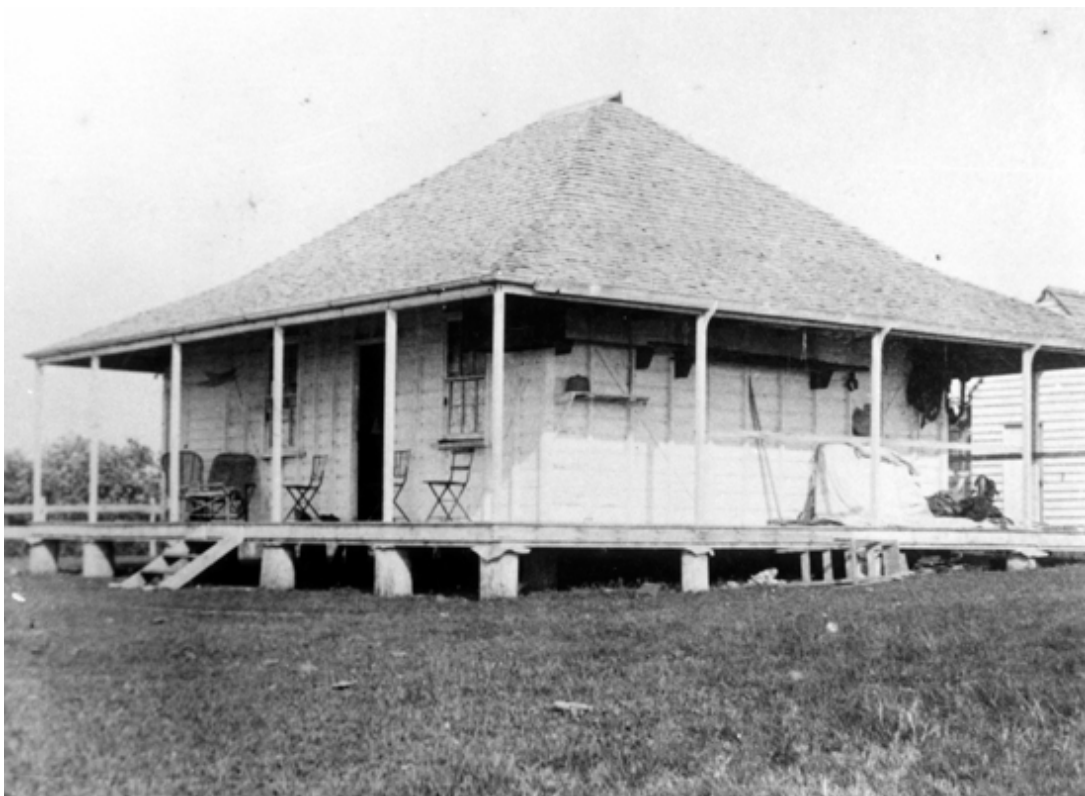


Figure 23: Robert Bulcock's house 'The Homestead' c1882 (Sunshine Coast Library).



Figure 24: Passenger ferry SS Koopa at the jetty at Bribie Island 1912 (John Oxley Library).



Figure 25: Ocean View Hotel Mapleton c1920 (Sunshine Coast Library).

Increasing numbers of cars appeared on the roads during the interwar period. From 1925, car registrations in Queensland increased from 53 to 300 registered cars, then to 128,400 in 1941. Eventually, the motor car would revolutionise travel and tourism in Australia. However, as late as 1939 car ownership was limited to only 25% of families in Australia. Lack of penetration of car ownership coupled with the poor state of the roads in Queensland ensured that privately owned cars did not have a significant impact on the growth of tourism on the North Coast until late in the period. Even then,

trains and shipping remained important modes of transport with motor vehicles and motor launches, often operated by guesthouses or hotels, providing transport between railway stations and resorts.¹¹⁸

Interstate roads were also quite poor. Whereas the trip between Sydney and Brisbane now takes about 12 hours, in 1936 it took between three and five days. North Coast roads remained very poor until the late 1920s. As late as the mid-1920s, the main north road included a section known as the 'missing link' between former Maroochy and Landsborough Shires where there was no clearly defined route. Priority was given to providing feeder routes to railway stations rather than road routes that would compete with the government owned rail system and so draw revenue away from it. Air travel made its first appearance during this period. Like the motor car, it would eventually revolutionise tourism, but it did not have a significant impact on the North Coast until after World War II.¹¹⁹



Figure 26: Tourist map of near North Coast, 1917 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.



Figure 27: Tourist map of near North Coast, 1927 (Queensland Government Intelligence and Tourist Bureau). To view larger image see Appendix 3.

Access into the resort areas from stations remained difficult often involving multiple forms of transport. In 1917, visitors to Maroochydhore could first travel to Nambour by train. From here, they travelled by tram to Dean's Landing and then W E Evan's motor launch along Petrie Creek and the Maroochy River to Maroochydhore. An alternative route was via Coulson's motor launch along the Maroochy River from the Yandina railway station. Punts were also needed to cross rivers on the road to Caloundra.¹²⁰

¹¹⁸ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 156; Richardson, *A History of Australian Travel and Tourism.*, 89 – 101; ABS, *Queensland Year Book*. 'Summary of Queensland Statistics'.

¹¹⁹ Richardson, *A History of Australian Travel and Tourism.*, 81; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 28; A short History of the ACTU, <http://www.actu.asn.au/public/about/history.html>.

¹²⁰ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 175; McKay, *Times of Change: A History of Caloundra City.*, 105; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 87 – 91;

Tramways, extensions of the existing light rail system supporting the sugarcane industry, were an important part of the transport network on the North Coast. Apart from the tramway to Dean's Landing, tramways also existed between Nambour and Mapleton (c1915-1944) and Palmwoods and Buderim (1913 – 1935). From Buderim, a road provided access to Alexandra Headlands. By 1927, a branch of the tramway from Nambour was constructed to provide access to the new subdivisions at Coolumb Beach.¹²¹

Many people continued to use coastal shipping. Visitors from Brisbane could get to Caloundra via the steamer *Koopa* to Bribie and a motor launch service along the Bribie Passage. George Histed's motor launch service between Moloney's Wharf in Brisbane and Mooloolaba provided an alternative route to Maroochydore.¹²²

While motoring remained the preserve of the affluent, it was becoming apparent by the 1920s that good road access for motor vehicles would become essential for the growth of tourism in the Council area. From the late 1920s, a number of new roads were built into Maroochydore (1928) and between Palmwoods and Montville (1929). At Caloundra, a new gravel road was built in 1935, this was bituminised in 1937. The most important of the North Coast roads, the Bruce Highway, was built in 1934 with Government funding. It was the fruit of many years of agitation by the RACQ and North Coast Councils. These new roads boosted the development of the resorts.¹²³ Increasing leisure time was an important factor contributing to the growth of tourism towards the end of this period. Between 1936 and 1941, one week's paid annual leave became a standard condition of employment.¹²⁴

Aircraft technology had developed sufficiently by the 1920s to make commercial airline travel viable for the well-to-do. In 1922, Qantas began operations at Longreach. It moved away from the domestic market to international routes in 1934. Domestic airlines ANA and Ansett were formed in 1936. However, the major commercial airlines would not fly directly to the North Coast until well after World War II. By the 1920s, private aircraft were landing on beaches at Maroochydore and Caloundra and there was clearly some demand for an airport for light aircraft. The Caloundra Progress Association petitioned the former Landsborough Shire Council to build an airstrip at Caloundra and in 1927, Council built a grassed strip at the present aerodrome site.¹²⁵

By the 1920s and 1930s, the beach had become an important part of Australia's popular culture. The shift in bathing preferences from still water to the surf became more established by the 1920s though bathing in still water, fishing and boating remained popular holiday activities. By the 1920s, surf lifesaving clubs began to proliferate in Queensland. On the North Coast, clubs were established at

Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau, (Brisbane: Queensland Government Intelligence and Tourist Bureau, 1917).

¹²¹ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 181; *From Noosa to the Tweed, 1917.; Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau*, (Brisbane: Queensland Government Intelligence and Tourist Bureau, 1927).

¹²² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

¹²³ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 177, 201, 205, 234 – 5; McKay, *Times of Change: A History of Caloundra City.*, 111 – 113; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 121; O'Keeffe, "The Great North Road", 5, 13 - 16.

¹²⁴ www.actu.asn.au/public/library/annuale.html.

¹²⁵ Richardson, *A History of Australian Travel and Tourism.*, 105 – 107; McKay, *Times of Change: A History of Caloundra City.*, 95 – 97.

Maroochydore (1916 according to some sources), Mooloolaba (1922) and Alexandra Headland (1924).¹²⁶



Figure 28: Buderim tram terminus showing Brisbane day trippers c1920 (Sunshine Coast Library).



Figure 29: Passengers on the Mapleton Tramway 1912 (Sunshine Coast Library).

The population of the North Coast (Council area) grew steadily. Caloundra and Maroochydore remained the principal resort settlements, still only smallish towns whose populations swelled considerably during holiday periods with an influx of campers and holiday-makers at guest-houses,

¹²⁶ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 121; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 92; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 227; McKay, *Times of Change: A History of Caloundra City.*, 107.

hotels and cottages. New resorts started at Mooloolah Heads (Mooloolaba) in 1915 and Mount Coolum and Alexandra Headland in the 1920s.¹²⁷

Housing development at Caloundra commenced with the subdivision of Bulcock's estate in 1917. In 1919, Caloundra House, the town's fourth guesthouse opened. More guesthouses opened from the 1920s: Omar, on the corner of Bulcock and Minchinton Streets (1920s); Surf House (burnt down 1959) on Kings Beach Esplanade (1920s); and the Sunshine guesthouse and café (c1930). By the 1920s, several boat hire businesses were operating, and the township had a general store, butcher and baker.¹²⁸

Development accelerated after the new road to Caloundra was built in 1935. With improved access for visitors from Brisbane, it was not unusual to see six or seven hundred cars parked on Caloundra's foreshores. Building activity included: a new subdivision of housing allotments at Moffat Head; the Amusu picture theatre (1935) (now replaced by the Strand shopping complex) in Bulcock Street; the Kings Beach Pavilion with kiosk and changing sheds (1937) designed by architect Clifford E. Plant; the Queensland Governor, Sir Leslie Wilson's Girramundi House in Wilson Avenue at Dicky Beach (1936); and the Semloh, café, store and guesthouse (c1937). Land was resumed from Bulcock Beach Esplanade in 1935 for recreational purposes and a camping ground was established in the water reserve. Council established bores and set up windmills to supply water to campers. Camping also took place at the Wharf Reserve on Bribie Passage where Council provided a windmill and tank.¹²⁹

Development of the beachfront at Maroochydore commenced during the World War I. Long-time resident, Maurice 'Nugget' Evans, opened a store and motor garage with an open air entertainment area on top where dances and film shows were held. Later, he opened the Jazzland dance hall. The Maroochydore Picture Palace opened in 1923.

South of Maroochydore, a township was surveyed at Mooloolah Heads in 1915. This was renamed Mooloolaba in 1920. Twenty two allotments were sold in December 1919. The most desirable location was along the Mooloolah River and prominent Buderim residents built cottages there. During the 1920s an esplanade was cleared between houses and the river along the spit separating the river from the ocean.¹³⁰

Progress associations were formed at Maroochydore and Mooloolaba in 1920. These oversaw the construction of gravel roads along the beachfront linking the two townships and the development of public facilities. The Mooloolaba Progress Association also arranged the construction of a public jetty by voluntary labour.¹³¹

Fishing and boating were a large part of the attraction of Maroochydore and Mooloolaba. Hired boats took excursion parties on trips up the rivers to enjoy the waterways and dense bush that bordered them. Deep sea and game fishing were also very popular by the beginning of World War II.¹³²

Alexandra Headland had developed largely as a collection of red-roofed holiday cottages by the 1920s. Tommy O'Connor's *Alexandra Hostel*, a large guesthouse located at the present site of the Alexandra Park Conference Centre, had a capacity of 70 guests, a dance hall and huge dining room. It was

¹²⁷ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84 – 90.

¹²⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 121; McKay, *Times of Change: A History of Caloundra City.*, 86, 89 – 90, 98, 103, 105 – 107, 115.

¹²⁹ McKay, *Times of Change: A History of Caloundra City.*, 114, 116, 118 – 119, 160.

¹³⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

¹³¹ Ibid., 83 – 87; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 121 .

¹³² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 84.

surrounded by some 36 acres of sporting fields including tennis courts, croquet lawns, a cricket pitch, a football field, a small golf course, a beachside horse-riding track and an indoor tennis court in an old storage shed.¹³³



Figure 30: Road at Alexandra Headlands, 1920s (Sunshine Coast Library).

At Coolum Beach, development began in 1922 with the sale of allotments. The developer also provided bathing sheds, lavatories, a maypole and swings which were handed over to Council. A guesthouse, the *Seaview*, was located there and Bennett's *Coolum Beach Store* rented cottages as well as selling supplies to campers. Coolum became very popular with day trippers from Brisbane as well as the Maroochy area.¹³⁴

The National Parks Association of Queensland was established in 1930 and bushwalking began to develop as a popular past-time although it was slower to develop in Queensland than in other states. National Parks declared on the North Coast during this period included the first stage of Conondale National Park (1931).¹³⁵

By the early 20th century, Buderim was widely regarded as a health resort. The natural beauty and vegetation of the Maroochy region was the object of admiration in the 1920s and was highlighted in the promotional literature of the time. Buderim and the tramway leading to it were favoured by picnic excursionists. The tramway carried passengers through rainforest and provided spectacular views of the coast.¹³⁶

¹³³ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 89.

¹³⁴ Ibid., 90 – 91; *Mountain and Seaside Resorts of Southern Queensland : From Noosa to the Tweed / Compiled and Issued by the Queensland Government Intelligence and Tourist Bureau*, (Brisbane: Queensland Government Intelligence and Tourist Bureau, c1930)., 14 – 15.

¹³⁵ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 119, 121; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 308 – 309; McKay, *Times of Change: A History of Caloundra City.*, 117; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 229 – 232 .

¹³⁶ Ibid., 121; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 95 – 96.



Figure 31: Bulcock Beach Estate Caloundra 1917 (QSA)

Following World War II, tourism entered a period of rapid growth. By 1994, it was the world's biggest business. This growth was fuelled largely by the increase in car ownership after the War, the growth of air travel and increased leisure time. Within Australia, cars became the dominant means of travelling to a holiday destination. Jets entered the domestic market in 1964 making it easier for southern tourists to visit Queensland for short holidays. Annual leave increased from one week in 1941 to two weeks in 1945, three weeks in 1963 and four weeks in 1974. Australians were more mobile and had more spare time than ever before.¹³⁷ In the face of competition from cars and aircraft, trains and coastal shipping declined, with branch railway lines being progressively closed and coastal shipping ceasing by 1961.¹³⁸ The boom in tourism from the mid 1950s brought with it a range of new accommodation types designed to cater for motor cars, such as motels and caravan parks.. The airline industry spawned the emergence of the luxury island resort. Medium to high-rise holiday units developed from the 1950s to meet the increased demand that limited beach front accommodation and sea views created.

By World War II, the Bruce Highway had been constructed and from the mid-1930s it was being progressively bituminised. Good roads connected the main resorts at Caloundra and Maroochydore with this Highway. However, the resorts were not directly linked to each other. This hampered development and travel between them.

¹³⁷ Richardson, *A History of Australian Travel and Tourism*., 131, 135, 194, 201; Davidson, *Holiday Business : Tourism in Australia since 1870*. 127, 141, 144, 149 – 150, 170, 290.

¹³⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 130.

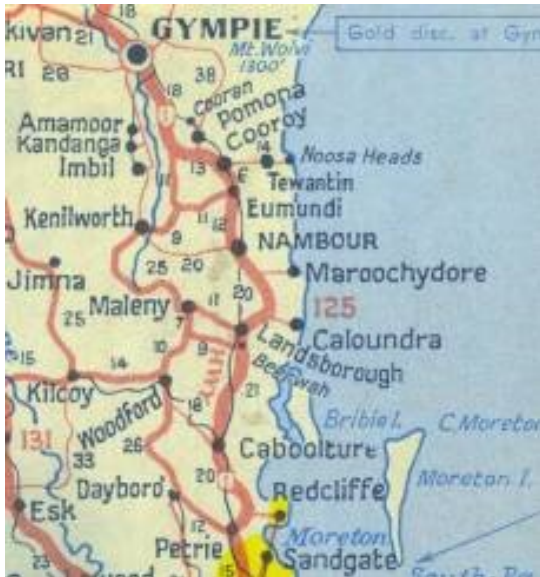


Figure 32: Sunshine Coast road map pre 1939 (QSA Amoco Map). To view larger image see Appendix 3.

In 1952, David Low was elected as chairman of the former Maroochy Shire Council on a platform of tourism development in the Shire. Low recognised that transport infrastructure was fundamental to tourism and embarked on a policy of improving air and road access. His major achievement was the construction of a coastal road, commencing in 1959, linking the main resorts. The road was funded through a private and public sector partnership. The developer provided funding in return for the right to subdivide and sell land along the route. Kawana Waters and Peregrine Beach were developments that resulted from this deal. Since 1959, as the population of the area has grown, the network of roads serving the towns of the Sunshine Coast has continued to develop, culminating in the opening of the Sunshine Motorway in 1990.¹³⁹

Low was also instrumental in the establishment of an airport in the former Maroochy Shire. The North Coast already had an aerodrome at Caloundra but this was not adequate for commercial airliners. Low's lobbying bore fruit in 1954, when Government chose a site at Mudjimba (now Maroocha) for the new airport. This was better located to service a larger area of the coast than Caloundra. The airport (now Sunshine Coast Airport) opened in 1959 and received its first passenger aircraft in 1961. Since 1970, direct flights from interstate have been using the airport. The Caloundra aerodrome has been upgraded a number of times from 1965.¹⁴⁰

A well-articulated and publicised beach culture emerged in Australia from the late 1950s. The primary influence on Australian tastes at the beach was now coming from the United States of America rather than Great Britain. A strong youth culture developed around surfing, especially from 1956 when lighter and smaller surfboards were brought to Australia from the United States.¹⁴¹

The North Coast beaches exerted a great attraction for beach goers particularly now that they were more accessible. Following World War II, the North Coast boomed with record crowds visiting during Christmas 1945. Its population continued to grow rapidly from this time, especially after the 1960s.

¹³⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 151 – 152; McKay, *Times of Change: A History of Caloundra City.*, 149 – 150; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 256.

¹⁴⁰ Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 305; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 151 – 152; McKay, *Times of Change: A History of Caloundra City.*, 148, 168 – 169.

¹⁴¹ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 148.

The immediate post war period saw a shift in emphasis from traditional agricultural pursuits to coastal tourism. The shift was marked by David Low's election as Maroochy Shire Chairman in 1952 on a tourism platform. Low had been the Country Party member for Cooroora from 1947. During his tenure in parliament, he had argued for the promotion of Queensland's tourism industry to broaden the State's narrow primary industries based economy. He advocated a marketing strategy based on the State's climate, coining the term 'Sunshine State'. Low and other advocates of the North Coast argued for more funding to be diverted to the North Coast away from the traditional tourist areas on the South Coast (Gold Coast).¹⁴²

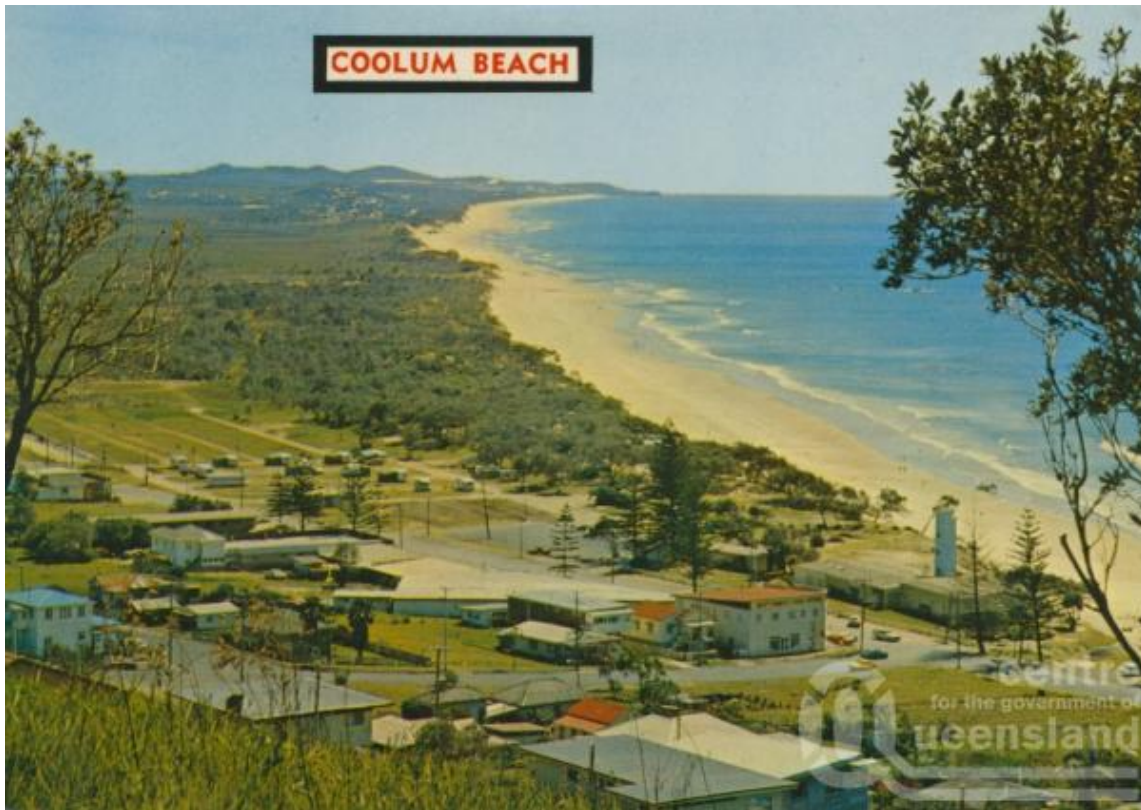


Figure 33: View from Lows Lookout north to Peregrine and Sunshine Beach, c1960 (Centre for the Government of Queensland).

¹⁴² Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 149 – 151; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 143 – 145; Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study -- Volume 2.", 158.



Figure 34: Surfing at Alexandra Headlands, c1958 (Centre for the Government of Queensland).

Maroochydore and Caloundra developed rapidly during this period. At Caloundra in the late 1940s, new subdivisions were created at Golden Beach, Dicky Beach, Shelly Beach and Currimundi. The North Caloundra Surf Life Saving Club was formed and a two storey fibro clubhouse (replaced in 1976) was built between Dicky and Moffat Beaches. A boom took place in the 1950s after petrol rationing ceased and more people had the means to visit for the weekend. Developments included: the Hibiscus Caravan Park on the Crown land Wharf Reserve (1957); Hotel Caloundra (1956); the Caloundra Sailing Club's clubhouse and boat store (1956) at Golden Beach; Hotel Perle in 1957 (now replaced by Kings Beach Tavern); and the Metropolitan Caloundra Life Saving Club's clubhouse (1958) designed by John Kershaw.¹⁴³

From the late 1950s and early 1960s, the North Coast began to offer itself as an alternative tourist destination to the Gold Coast which, by the early 1950s, was establishing itself as Australia's premier beach resort, the main destination for Victorian tourists. In the late 1950s, real estate agents on the North Coast started referring to their beaches as the Sunshine Coast. By 1960, the Nambour Chamber of Commerce agreed to a request from the Sunshine Coast Branch of the Real Estate Institute of Queensland to change the name of the area from Caloundra to Noosa from the 'Near North Coast' to the 'Sunshine Coast'.¹⁴⁴

¹⁴³ McKay, *Times of Change: A History of Caloundra City.*, 139 – 140, 145 – 146, 156 – 157, 161, 170; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 255 – 256; Elaine Brown, *Cooloola Coast Noosa to Fraser Island the Aboriginal and Settler Histories of a Unique Environment* (St Lucia, QLD: University of Queensland, 2000)., 186.

¹⁴⁴ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 144; McKay, *Times of Change: A History of Caloundra City.*, 149.



Figure 35: Boolarong Drive-In Espresso on the Esplanade at Alexandra Headlands, c1958 (Centre for the Government of Queensland).



Figure 36: Mooloolaba foreshore, 1968 (Picture Sunshine Coast).

Development on the Sunshine Coast was less intense than the Gold Coast. Until the 1960s, development remained low key and family oriented, dominated by foreshore and riverside camping grounds, fibro flats and motels. In many parts of the Sunshine Coast, there was a conscious reaction against the style of development that had taken place on the Gold Coast.

Nevertheless, as the resorts became more densely populated, high rise development became inevitable. Caloundra's first high rise, *Westaway Towers*, was built by Henzells Agency between 1972 and 1974 at the end of a construction boom that started in the late 1960s. At Maroochydore, a reaction against intensive high rise development provoked vigorous debate in the 1970s and 1980s over what form accommodation development should take. In 1971, an upper limit of seventeen storeys was imposed. Then in 1982, in response to further community concerns, this limit was reduced to six storeys.¹⁴⁵

The accelerated growth from the 1960s and 1970s was not only the product of the booming tourism industry, but resulted from an influx of permanent residents not directly connected with tourism, many of them retirees and young people seeking an alternative and simpler lifestyle. Tensions developed between developers and residents and a culture of community action against unwanted development emerged. In the late 1980s, the *Save Mount Coolum Committee* defeated a proposal to build a theme park on the mountain. A proposal to convert the Cotton Tree area at Maroochydore to high intensity development was condemned by the *Fair Go Maroochy* committee; proposals by the Council to sell Sea Breeze Caravan Park and Parkyn Parade camping ground and caravan park at Mooloolaba spit for developments were also strongly opposed by the local community.¹⁴⁶

National parks were in a poor state at end of World War II. They were viewed as a kind of waste land unless they had some outstanding feature or were used for public recreation. The 1960s saw a change in attitude towards the value of National Parks reflecting a growing appreciation of the environment. The Australian Conservation Foundation was established in 1964, an organisation premised on the belief that nature conservation was one of the most important issues facing humanity. During the 1960s visitors to National Parks multiplied dramatically. By the 1970s, the motivation for maintaining national parks shifted from an emphasis on collecting scenic landscapes and providing amenity for visitors to conserving habitats.¹⁴⁷

In the early 1940s, a 40 hectare rainforest was donated to the former Landsborough Shire Council by the children of early conservationist Mary Thynne (nee Cairncross, born 1848). This park was named after Cairncross.¹⁴⁸

By the 1960s, the Sunshine Coast hinterland was taking advantage of the coastal tourism boom. As dairying and fruit growing declined, farmers were replaced by former city dwellers seeking an alternative lifestyle. This has spawned its own brand of tourism focusing on eco-friendly tourism, arts and crafts and street markets. The well-known Eumundi Markets (commenced 1979) are typical of this trend. The towns of the Blackall Ranges, most notably Montville, developed a similar style of tourist

¹⁴⁵ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 144, 148, 150; McKay, *Times of Change: A History of Caloundra City.*, 160; Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 164.

¹⁴⁶ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 155, 167; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 308 – 313, 166.

¹⁴⁷ Davidson, *Holiday Business : Tourism in Australia since 1870.*, 239 – 242; http://www.acfonline.org.au/articles/news.asp?news_id=335.

¹⁴⁸ Fisher, Loch, and Rechner, "H-Qld/0016 - 0018: South East Queensland 2001 Cultural Heritage Places Study - Volume 2.", 155 – 156; McKay, *Times of Change: A History of Caloundra City.*, 157.

industry from the 1960s, capitalising on the agricultural heritage of the area¹⁴⁹, as well as its scenery and cooler mountain air.

Like the Gold Coast, on the Sunshine Coast the seaside entertainments of an earlier era have evolved into theme parks, though on a smaller scale, and in a style that is characteristic of the Sunshine Coast hinterland. Here, the focus has been on education and the agricultural heritage and ecology of the Council area. Theme parks included: the Sunshine Plantation (1971) incorporating a rainforest, the Big Pineapple and an adapted cane tram; an adjacent Macadamia Nut plantation (since closed); the Big Cow (now a training centre); the Ginger factory at Yandina; Australia Zoo; Sunshine Castle; Forest Glen Deer Park and Superbee (both since closed).¹⁵⁰



Figure 37: Mooloolaba Esplanade c1945 (Sunshine Coast Library).



Figure 38: View from the Caloundra lighthouse 1952 (John Oxley Library).

¹⁴⁹ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 163; Adams, *Noosa Horizons : A History : Timber, Tradition, Tourism.*, 327; per comm. between R. J. L. Adams and Victor Pinczuk 10 May, 2003; Davidson, *Holiday Business : Tourism in Australia since 1870.*, 260 – 261.

¹⁵⁰ Gregory, *Making Maroochy: A History of the Land the People and the Shire.*, 169.



Figure 39: Big Pineapple at Woombye, 1985 (Sunshine Coast Library).

2.4 Working

An estimated 40-60,000 Pacific Islanders are believed to have been brought into Queensland between 1863 and 1904, most of whom worked as labourers in the sugar cane fields. Sugar production grew rapidly during the 1870s at Buderim, Bli Bli and on the Maroochy and Mooloolah rivers, however small farms were the norm rather than large plantations, and the farmers grew a mix of crops besides cane. *The Polynesian Labourers Act of 1868* regulated the recruiting of labourers and the terms under which they could be employed.

Joseph Dixon employed the first 25 Islanders at Buderim in 1877, and others were soon at work at Bli Bli. Tanna Islanders from Vanuatu initially comprised the bulk of the labour force, though some came from the Loyalty Islands. Only large scale planters like Dixon were able to afford Island labourers, and they continued to work for Dixon and later Fountain at Buderim until the turn of the century. It is difficult to tell however, whether additional Islanders were brought in or whether they were descendants of the original labour force.

A furore erupted in the Buderim community in 1896 over the question of allowing the children of Islanders to attend the State School. The majority of parents opposed it, causing others to petition the Minister for Education to make it happen. The Minister instructed the teacher to use his own discretion however the School Committee was not happy with the position that put the teacher in. Joseph Dixon had erected a night school for adult Islanders at Buderim in the 1880s, and it was suggested that it could be used for their children. This issue seems to have been resolved, as by 1902 at least one Islander family had several children attending the public school.¹⁵¹

About 20 of the Islander men and women from Buderim joined the Salvation Army congregation as a result of missionary work there, and were present when the Army Commandant Herbert Booth (son of the founder William Booth) and his wife were welcomed at the Opera House in Brisbane in

¹⁵¹ Brisbane Courier, 26 April 1902

December 1896. Two members of the group were reported to be returning to their island homes as Salvation Army missionaries.

With the enactment of the *Commonwealth's Pacific Island Labourers Act 1901*, employment of Pacific Islanders ceased and the deportation of most Pacific Islanders was ordered. This caused considerable anxiety among the Islanders, who sent a deputation to speak with the local Member of Parliament on his visit to Buderim in April 1902. The local Member, John Campbell informed the deputation "... that he did not think they would ever be compelled to leave Queensland, that Australians, as a whole, had too much sense of justice to carry out legislation, so unfair to any class of men who had made a home in Queensland, and were making a living by honest industry, as, he was told, all the Buderim Polynesians were doing." Sadly, his assessment was inaccurate. At the time there were about 70 Islander males at Buderim, most of whom were described as Christian and able to read and write. Many lived in barrack accommodation on the properties on which they worked, while several owned their own land,¹⁵² and others leased sugar farms near the Nambour mill.¹⁵³ In 1902 the Commonwealth of Australia delayed the deportation of Islanders another four years.

In November 1906, ten Islanders from Buderim, and twenty-four from Nambour were amongst 68 forcibly 'collected' from across the state and taken to Kangaroo Point, prior to being placed on a steamer. Others were taken from Yandina. Two old Buderim identities, Sam Mi and Tom Sandwich who had lived there for 20 years were taken from their families to be returned to the Islands.¹⁵⁴ Exemptions from deportation were available to a small number, however in practice few were granted. The number of Pacific Islanders removed from the Sunshine Coast, and the number who were allowed to stay, has not been ascertained.



Figure 40: South Sea Islander group at Buderim cemetery 1902 (Sunshine Coast Library).

2.5 Moving goods, people and information

Roads

While timber-getters and pastoralists carved their respective exploratory swathes through the bushland and forests of the future Sunshine Coast, it was the discovery of gold in Gympie in 1867 and

¹⁵² Brisbane Courier, 26 April 1902

¹⁵³ Queensland Agricultural Journal, 1903

¹⁵⁴ Chronicle and North Coast Advertiser, 7 December 1906

the opening of the road between Brisbane and the goldfields that had the most far-reaching effect on European settlement. That route, linking in places with the timber-cutters' camps and the pastoral stations, allowed into the area a trickle of people.

A Government road was quickly pushed through the region though initially some of it was not suitable for wheeled vehicles. The effectiveness of the road was tested in wet weather. Hiram Barnes drove the first Cobb & Co coach along the route from Brisbane to Gympie between the 12th and 13th of November, 1868. Horses hauling the coaches in tough conditions need regular change over, and settlements and towns sprang up based around the coaching stops. Stops along the road including Lander's on the Mooloolah River crossing; Bankfoot House and the Lows on the Maroochy River.

The road was poorly maintained for many years, whole sections of it impassable at various times. Yet still it allowed for the flow of people to and from the goldfields, and as the settlement formed along its length, the opportunity to explore routes to the coast or up into the Blackall Range increased. Local councils maintained what they could with small budgets, much of it going to bridge the numerous creeks along its routes. Little however changed in the time it took to travel along the roads. The advent of the motor car gave rise to greater expectations of what a road should look like and be capable of doing. In 1934 it was said to take seven hours to drive to Brisbane from Maleny because of the condition of the roads.

The Shire Clerk of the former Landsborough Shire Council, Herbert Layt lobbied for the creation of a 'Great North Coast Road' from 1928. The Great North Coast Road Committee, which included representatives of the former Caboolture, Redcliffe, Landsborough and Maroochy Shires, achieved their aim. Construction of the Bruce Highway began in 1934, and was finally opened in May 1941. The outbreak of World War II and the entry of Japan into the war at the end of 1941 changed not only the strategic value of the Queensland road system but also its quality. The road between Brisbane to Gympie via Landsborough was upgraded by the Main Roads Commission to ensure it met the standards demanded by modern military vehicles. This led to a numbers of bridges being rebuilt, and secondary roads around Glasshouse Mountains, Maleny, Kenilworth, Mapleton and Nambour were also upgraded to take military traffic. The Landsborough-Maleny road had strategic value in that it was a major pass across the Range and could link up directly from the coast with the Inland Defence Road running from Ipswich to Mt Isa.

Golden Beach Road, from Caloundra along Pumicestone Passage was also built in 1941, with a jetty at its end near the mouth of Lamerough Creek, to enable materials to be taken across to Fort Bribie. Another road was built towards the Caloundra lighthouse. The Main Roads Commission undertook all the work and during construction discovered the original burial plot of William Landsborough. A cairn was erected to mark the spot.

Caloundra, Mooloolaba and Coolumb were all able to be reached by connecting roads from the Bruce Highway, however there was no coastal road to allow movement between the towns. This did not change until well after the war. Maroochy Shire chairman David Low organised the coastal network using government and private enterprise funding. The road, known as the David Low Way, was commenced in 1959 and opened up the coast to continued development.

The pre-war designed Bruce Highway struggled to deal with an increasingly motorised population and required duplication. This involved bypassing a small number of settlements to ensure a steady flow of traffic. Nambour was one such centre to be bypassed, and the former Maroochy Shire Council resisted the inevitable until 1990. The new Nambour Bypass was linked to the Sunshine Motorway, initially a toll road from Sippy Downs to Maroochydore and Coolumb.



Figure 41: David Low Bridge under construction at Bli Bli, January 1958 (Sunshine Coast Library).



Figure 42: David Low Way, procession of cars at the opening of the Coolum to Peregian Beach section, 13 May 1961 (Sunshine Coast Library).

Using rail

The opening of the North Coast Railway from Caboolture to Gympie in 1891 connected Brisbane to towns all the way to Maryborough. Brisbane-based merchants had lobbied for a direct coastal route rather than extending the Brisbane Valley branch line through Kilkivan. Residents of Gympie and Bli Bli had formed a Railway League to try and secure a coastal connection. At a Bli Bli meeting in May 1882 it was determined that the Minister of Works knew that a rail link through the district would secure 'the Buderim Mountain traffic, as well as the water carriage of both Mooloolah and Maroochie, as it was want of easy and speedy means of communication to the metropolis by land which was the only obstacle to settlement on a large scale in the Maroochie [sic] district.'¹⁵⁵

The railway was yet another change to the developing landscape of the Sunshine Coast. New towns were created on its route and some old towns were formally renamed. It was built in sections, the construction crews carving through forests and fields, tunnelling through hillsides, and bridging creeks and rivers. The Northgate to Petrie section was opened in March 1888, and to Caboolture in June 1889. The line from Caboolture to Landsborough was opened in February 1890, and it took almost a year to reach Yandina in January 1891, with the final link to Cooroy on 17 July 1891. The line was completed and passenger services began from late July 1891 between Brisbane and Gympie, a distance which could now be travelled in less than a day.

Passengers and light goods were most common on the line until the early 20th century. Coastal shipping offered cheaper rates than the rail on heavier freight, and coastal towns continued with what they knew until the disparity improved. By the 1920s the North Coast Rail Line had increased in importance as a freight carrier. The burgeoning fruit and vegetable industry in the region ensured that produce was railed directly to the markets. Despite his best efforts on multiple occasions, Robert Bulcock was unsuccessful in lobbying for the rail to connect to Caloundra or any of the other coastal towns. With restrictions on coastal shipping during World War II the railways were responsible for the transport of troops and material, as well as the normal flow of goods and passengers.

The post-war rebuild of the rail network through the Sunshine Coast has seen its duplication and, from 1988, electrification as far as Nambour. This in turn has led to the population expansion and continued development of many of the Sunshine Coast railway towns.

Using rail - Tramways

The timely delivery of harvested sugar cane to the mill was an essential factor in the operational design of the Moreton Central Sugar Mill. Light and temporary tramways were the solution, and a two-foot gauge was considered adequate for the horse-drawn wagons that would use it. When the mill began crushing in 1897 the tramway snaked out to the cane fields to the east and west. The Queensland Government took over the running of the mill for a few years from 1904, and purchased the first steam locomotive to draw the cane the following year. By that time there were more than 25 miles of line around the district. The line extended to the Maroochy River in 1911.

The cane lines to the west of the mill were sold to the former Maroochy Shire Council in 1914 as part of its plan to put a light rail system into towns within its Council area. One line was extended to Mapleton. The Council operated the line until the end of World War II when the mill bought it back. Although the expansion of the network was delayed during World War I, in 1917 a lift-bridge, to allow river traffic to pass beneath, was constructed over Petrie Creek. Another was built over the Maroochy River, ultimately giving access to cane in the Coolumb area, and transporting goods and passengers to and from the settlements. The tramway to the mill terminated near the Government railway station at Nambour, which was ideal for passengers using the system. It remained in operation until a new

¹⁵⁵ *Telegraph*, 5 May 1882

road was built and a bus service initiated in 1935. A major change to the tramway system occurred in 1961 when diesel locomotives were purchased to haul the sugar to the mill.

Nambour and a number of adjacent towns benefited from the unique development of the tramway network. When the Moreton Central Sugar Mill closed most of the tramway system was removed. A small amount of heritage-listed track within Mill and Howard Streets remains. The Sunshine Coast Council has agreed to in-principle support to a community proposal to activate the tramway in Nambour's streets as part of a proposed tourist attraction.

The Maroochy Shire Council recognised there was a need to get produce from the Buderim plateau to the North Coast Rail Line and the markets in the capital city, and in 1914 began construction of its own light rail system between Buderim and Palmwoods. The line was operational by December 1914. It was financed by a Government loan and the donation of land for the tramway easement. The tram often ran two trips per day from Palmwoods to Buderim. It also was used to ferry passengers to Palmwoods to join the train to Brisbane, and for transporting visitors and tourists to Buderim. The tramway closed in August 1935 as a new road had been built to Buderim and less agricultural produce being transported to the markets.

Using Shipping

For decades, the coastal settlements relied on access via the sea, and various vessels brought the first timber-cutters into the Council area. The vessels owned by timber merchant William Pettigrew remain the best known. In 1863, he converted the sailing ship *Granite City* into a steam powered paddle-wheeler renamed *Gneering*, and the vessel carried timber, as well as goods and people, to and from his depots along the coast between Noosa and Brisbane. The *Gneering* was wrecked on the Maroochy River bar in 1893 after 30 years in service. It was towed to Goat Island and abandoned. The vessel also gave its name to a small settlement north of Yandina, and an off-shore shoal. Vessels such as the *Tarshaw* and the *Tadnora Radjah*, screw steamers with a light draught, were also operated by Pettigrew in the 1860s to conduct trade on both the Maroochy and Mooloolah rivers.

From the 1880s, steam ships provided a quick and reliable service along the coast. The steamer *Bribie* ran between Caloundra and Brisbane, and the *Mavis* ran a weekly service between Woody Point and timber settlement Campbellville from about 1883. Both vessels belonged to sawmiller James Campbell.

Pettigrew established a 'shipping depot' in Eudlo Creek in 1885. It lasted until the North Coast Rail Line was put through. Surprisingly however, coastal shipping carried the bulk of the freight traffic into the Council area for the remainder of the 19th century. The railway did not give easy access to the coastal settlements and road links were often poorly constructed and sometimes impassable. The places required a regular connection with the coastal steamers.

The North West or Howes Channel into Moreton Bay was first sounded in 1879 and proclaimed suitable for large vessels entering or leaving the port of Brisbane. The channel ran from Caloundra Head along the eastern shore of Bribie Island to Cowan Cowan on Moreton Island. In 1896, local landowner Robert Bulcock donated land at Caloundra Head on which a lighthouse was located. It was one of only three lights on the important North West Channel, and served to direct shipping entering it. By 1943, during the course of World War II, the North West Channel was the only channel entrance to Brisbane in use. However, an entrance further north was found to ensure all shipping came within range of the heavy guns on Bribie Island.

In the early 20th century the steamer *Grace* operated from Caloundra to Bongaree on Bribie Island, meeting the *Koopa* from Redcliffe. The vessel transported passengers and goods three times a week. Smaller motor launches also ran from Caloundra along the Pumicestone Passage. The coastal shipping routes remained in use until World War II. Improved road and rail transport and freight capabilities of the railway eventually led to the collapse of that coastal traffic.

Riverboats were still bringing people and goods from the Yandina railway station into the Maroochy River as late as the 1960s; the residents of Bli Bli in particular relying on this service. Recreational use of smaller boats at the coastal towns increased with the population, and sea-borne tourist activities have seen no shortage of vessels in use. Commercial fishing fleets are also very prominent.

2.6 Building settlements, towns, cities and dwellings

Establishing towns and settlements

The settlements and towns of the Sunshine Coast can be divided into three categories that reflect not only their location, but in some cases the way they were established – Railway Towns, Coastal Towns, and Hinterland Towns.

Landsborough, Yandina, Mooloolah, Nambour, Woombye, Palmwoods, Eudlo, Beerwah, and Glass House Mountains were initially wayside stops on the road from Brisbane to the Gympie goldfields. The passing of the railway through these places provided reliable connections and improved communications, essential elements in their development. Eumundi was a town created by the act of constructing the railway. Caloundra, Mooloolaba, Maroochydore, Bli Bli, and Coolumb were places first reached by water, and only accessible by water for some time after Europeans had discovered the sites. Buderim, a little further inland was also approached from the ocean side. Maleny, Peachester, Mapleton, Flaxton, Montville, and Witta were towns carved out of the scrub and rainforest by timber-getters. Conondale and Kenilworth became settlements when the large pastoral runs which bore their names were carved up and sold.

The following list of settlements is not exhaustive, but is intended to focus on major settlements that, collectively, enable a deeper understanding of the settlement of the Sunshine Coast for the purposes of selecting places of potential local heritage significance. Place cards for various places may include the historical context for settlements not included below. Furthermore, bibliographic sources used in the preparation of the following histories are generally found in the bibliography at the end of this document, but some sources are only listed at the conclusion of individual settlement histories presented in the planning scheme along with citations for local heritage places.

RAILWAY TOWNS

Beerburrum

The town of Beerburrum originally consisted of a railway siding, following the construction of the North Coast Railway in the district in 1890. A town was surveyed in 1904, but it did not attract any settlement at the time.

Beerburrum became notable, however, following the establishment of the Beerburrum Soldier Settlement scheme. This scheme was initiated by the Queensland Government after World War I (along the lines of similar schemes around Australia) and numerous sites around the State were selected for the scheme. The scheme was designed to provide returned soldiers with an opportunity to take up farming; in recognition of their war service, but also to promote the growth of agriculture in the State. Beerburrum was the first and largest of the soldier settlement schemes in Queensland, consisting of 53,000 acres. The State Government selected Beerburrum because tests indicated it was suitable for the production of fruit (especially pineapples), and for its proximity to the North Coast Railway. Many tobacco curing barns dotted the landscape and there was also a community curing barn for small farms which may not have warranted their own curing barn. Sorting of cured leaf was done at the Soldier Settlement State farm at Beerburrum.

Up to 400 soldiers settled at Beerburrum.

The bakery was erected c1920, along with other key buildings in the new settlement including shops and churches. Most of the buildings were built by the State Government and they were located on

Anzac Avenue, a substantial war memorial consisting of an avenue of trees created around the time the settlement was established.

The town prospered briefly in the early 1920s, but the soldier settlement scheme was ultimately a failure (as was the majority of the schemes elsewhere in the State) due to the difficulty experienced by farmers growing pineapples and the low price for the fruit at the time. The scheme was officially ended in 1929. The town declined and many of the Government buildings, including shops, were moved elsewhere. The bakery was one of only two community and retail buildings from the original settlement that remain in the town – the other building is the School of Arts Hall.

Beerwah

The original town site for Beerwah was located on the Gympie Road crossing of Coochin Creek. Gympie Road was established in the late 1860s to provide a road between Brisbane and Gympie, where the local gold fields attracted thousands of miners. The town of Beerwah rapidly expanded as settlers took up land selections from 1877 and through the 1880s. Timber was cut, land cleared and fruit planted. Timber-cutter John Simpson built the Coochin Creek Hotel around 1881, and provided land for the Coochin Creek Provisional School in 1888. The North Coast Railway was constructed to the east of where Gympie road crossed the creek and the location of the original settlement, in 1890. As a result, the town developed in proximity to the railway station, rather than the original settlement.

By 1911, the town had a population of 92. Like much of the Council area, the town included a sawmill, which was erected in 1900 near the railway station. The Beerwah State School was erected in 1914. A School of Arts was built in 1915, and a new railway station was also built around this time. John Simpson built another hotel closer to the railway station in 1915 (later demolished, now the site of the shopping centre in Simpson Street). Farming in the district gravitated towards pineapples, tobacco and bananas. Additional land was opened up for farming during World War I, and following the establishment of soldier settlement schemes in the 1920s (although these were ultimately unsuccessful and the associated population increase was relatively short-lived). Fruit farming and timber remained the mainstay of the town's economy for most of the 20th century.

Tourism has also been an important part of Beerwah's history. The Beerwah Hotel was built in 1937 and was designed by the architect Archie Longland. The hotel was located on the opposite side of the railway to the earlier hotel and town centre, taking advantage of the newly-constructed Bruce Highway. The highway was built as a tourist road and hotels along its length especially catered for short stay tourists driving along the road and on to the Sunshine Coast hinterland. Tourism is now a major industry with the nearby Australia Zoo attracting international and domestic visitors, and a National Park also close by.



Figure 43: Main Street of Beerwah c1916 (Sunshine Coast Library).



Figure 44: Beerwah Hotel c1920 (Sunshine Coast Library).

Eudlo

Eudlo Creek was a crossing on the Brisbane to Gympie road built in 1868, and a small bridge was built in the early 1870s. Closer settlement did not begin, however, until the late 1880s, when public interest in available land was piqued by the Government proposal for the North Coast Railway. There were a small number of farmers living at Eudlo Creek by the end of the 1880s and much of the present-day town of Eudlo and its surrounds was owned by David Mackay (purchased in 1887). The Queensland Government resumed a portion of Mackay's land to construct the railway, but the Government only proposed a small station and did not survey a town. The Eudlo railway station, on the North Coast Railway, was opened in 1891 and more selectors took up land as a result. Selectors established fruit and dairy farms, or cut timber. A community hall was built at Eudlo in 1895, but it was converted into a provisional school in 1896.

The town of Eudlo did not develop until the 1910s. Mackay subdivided a large portion of his property in 1908 and sold it to Dr Philip Corlis, who established a sawmill (which later became Olsen's Sawmill) and surveyed a town site near the mill. The town allotments were auctioned in Eudlo in 1913. By 1915, a number of houses had been built and there were two general stores. A public hall was built in 1918.

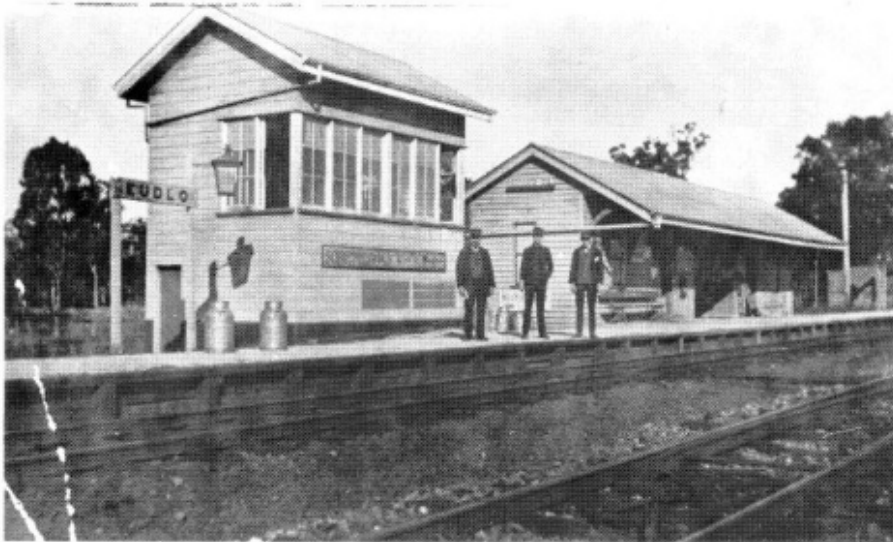


Figure 45: Eudlo Railway Station c1925 (Sunshine Coast Library).



Figure 46: Railway fettlers' camp at Eudlo 1914 (John Oxley Library)

Eumundi

Eumundi is a small town near Mt Eerwah on the upper reaches of the North Maroochy River. Cattle stations were established in the surrounding district in the 1850s, but the leases were forfeited in the late 1860s. The Queensland Government made land available for close settlement and selectors began to take up blocks from the 1870s, exploiting the profitable stands of timber to make a living. The main camp for workers constructing the North Coast Railway, which held up to 500 people, was located on what is now called Main Camp Road. A town then known as Eerwah was surveyed nearby in 1890, a year before the railway was completed. The name of the town was later changed to Eumundi, because

the name caused confusion with another Sunshine Coast town, Beerwah. Timber getting and sawmilling was, predictably, the principal industry in the town and district in this period.

After the advent of the railway, the economy of the Council area diversified. Landowners began to plant sugar cane – a sugar mill was erected in 1895 to crush the cane – and bananas. Dairying also became popular. By the turn of the twentieth century, the population of Eumundi was 112, but it increased dramatically by 1911 to 446, primarily due to an influx of farmers from northern New South Wales. The growing population prompted a building boom. A Methodist Church was constructed in 1911, replacing an earlier and more modest Salvation Army Hall; an Anglican church in Cook Street and the town's School of Arts in 1912. Memorial Drive was created in 1917; trees were planted along the main street to commemorate the men who had died in World War I. In 1920, the Caboolture Cooperative Dairy built the Eumundi Butter Factory, reflecting the importance of dairying in the district.

The demography of the town began to change in the second half of the twentieth century. The timber, agricultural and dairy industries steadily declined from the 1930s, as did the district's population. In the 1960s, many of the inland Sunshine Coast towns became popular with people seeking a rural lifestyle, mitigating the impact of the industry decline. The creation of the Eumundi Markets in 1979 reflected this change. The markets were and remain very popular and it became the major economic driver for the town. Nonetheless, the population remained relatively static in the second half of the twentieth century; in 1966 it was 379 and in 2001 it was 455. Based on the 2016 Census, the population of the Eumundi Urban Centre was 984.



Figure 47: Memorial Drive in c.1912 (Sunshine Coast Library).



Figure 48: Eumundi Railway Station, c.1920 (Sunshine Coast Library).

Glass House Mountains

The Glass House Mountains were named by Lieutenant James Cook in 1770, during his voyage along Australia's east coast. In 1890, the Caboolture to Landsborough section of the North Coast Railway Line was constructed to the east of the Glass House Mountains. The Coonowrin Station was established along the line, named after Mt Coonowrin, one of the so-called Glass House Mountains. Its name was changed to Glass Mountain Station in early 1891, the same year Crown land was offered for sale in the vicinity. The railway station name was changed to Glass House Mountains in 1914. The railway station was built in 1890. It has undergone alterations over time, but the overall form of the structure, in particular the distinct mono-pitched roof and separate awning, have remained intact. Indeed, it is the only railway station building of its type that remains extant in the Sunshine Coast and a variation of a design once common in rural railway stations constructed in the nineteenth century.

A small settlement grew around the station, with a provisional school built in 1906 and a School of Arts hall in 1916. Pineapple farming has been the main agricultural crop for the district, although bananas, tobacco and sugar cane have also been grown. Orchards were also established on many of the post-World War I soldier settlement farms that were located between the Glass House Mountains and Beerburrum.

Visitors have always been fascinated with the mountains, and tourism is now an important industry for the village. Visitation, easy commuter access to rail transport, and housing affordability have seen the population of Glass House Mountains expand over the last decade.

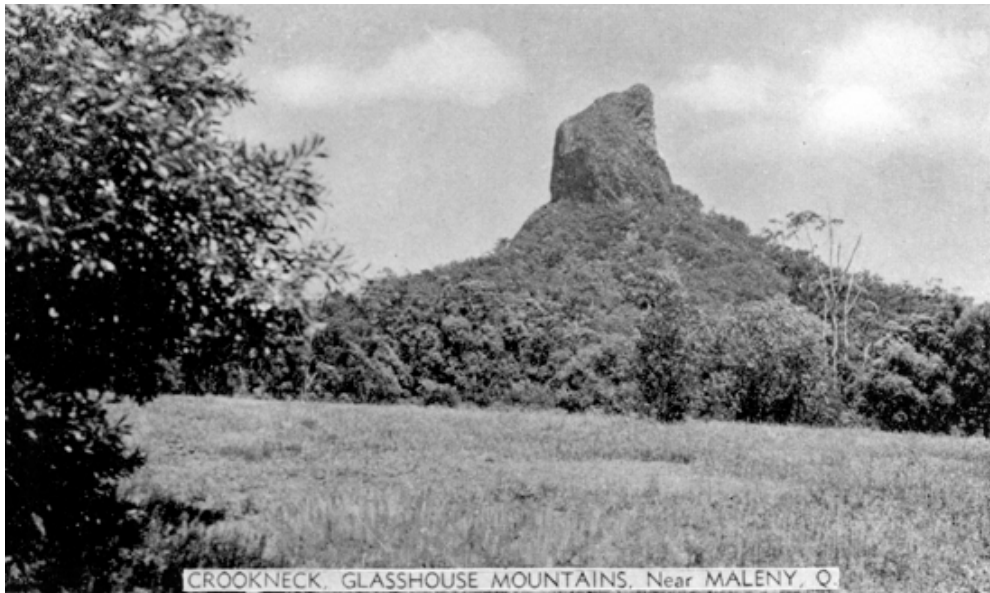


Figure 49: Mount Crookneck, Coonowrin, Glass House Mountains c1947 (Sunshine Coast Library).



Figure 50: Mount Beerwah and pineapple farm c1925 (Sunshine Coast Library).

Landsborough

Landsborough was originally known as Mellum Creek. The primary industry in the district was timber, which was cut and taken to James Campbell's sawmill located on Coochin Creek. Selections were open to settlers from 1871 and Isaac Burgess is credited as the first settler in the district. He built his residence on the road to the Gympie goldfield (built in 1868) and it became a staging station for Cobb & Co. Burgess later built a hotel, taking advantage of the traffic between Gympie and Brisbane. Agriculture became more prominent in the district as land was cleared of trees. Farms were planted with sugar cane, pineapples and bananas, and dairy farms also proliferated. Timber remained important, with the town's first sawmill opened in 1893.

The first settlement was essentially developed by Burgess along the Gympie Road on the south side of Mellum Creek. This site consisted of a two storey hotel (built in 1877) and a store, butcher shop and cottage. The hotel became the coach stop and also functioned as a post office. The first government subdivision of land also occurred on the south side of the creek, in 1881 – at which time the site was

referred to as Landsborough (contrary to secondary sources). The second site was located on the north side of Mellum Creek. Campbell built a hotel (the Sportsman's Arms. 1882), a store, butcher shop and racecourse and sportsground (possibly the current Peace Memorial Park) in the early 1880s. He also erected a public hall, now the site of 'The Palms', the former residence of the early shop owner, James Tytherleigh. The second Government land sale occurred on the north bank of the creek in 1884. By the late 1880s the settlement was established on this side of Mellum Creek, with the local police station erected in 1889 directly across from the hotel – presumably the Sportman's and renamed the Mellum Creek (later Club) Hotel c1886.

The North Coast Railway, extending north from Caboolture, was opened in the district in 1890. The railway was located to the east of the original town site on the Gympie Road. The town site eventually shifted to its current location, but this process took some time to occur as the land was privately owned and it was not purchased by the Government until 1910. Cribb Street was built in 1914 and, symbolic of the change was the relocation of the Mellum Club Hotel to its current location, also in 1914. The earlier town site and significance of the Gympie Road continues to be marked by the first police station (now a private residence), which is still in its original location.

In 1912, the former Landsborough Shire Council was formed by the subdivision of the Caboolture Shire. The new local government authority included the towns of Landsborough, Maleny, Beerburrum, and Caloundra. The new Council met in 'Dyer's hall' (located at this time behind the Mellum Club Hotel, later moved to a site adjacent to the hotel in Cribb Street) until the following year when a shire office and residence was built. After World War I, the Council invested in new public infrastructure, including a memorial park in 1922, and a School of Arts and new Shire Council Chambers in 1924. The Shire's population quadrupled between 1921 and 1976, mostly in Caloundra. As a result, the Council transferred its municipal offices to Caloundra in the 1960s and the Shire was renamed Caloundra City in 1987.



Figure 51: Landsborough Station, 1908 (Sunshine Coast Library).



Figure 52: Landsborough Shire Council Chambers, c.1924 (Sunshine Coast Library).

Mooloolah

The town of Mooloolah developed around the railway siding of the same name that was established in 1891. However, the name Mooloolah also describes the river and the surrounding area, both of which were developed by European settlers from the early 1860s. The land in between the Mooloolah and Maroochy Rivers was designated as a reserve in 1842 by the New South Wales Governor, Sir George Gipps, ostensibly to protect the Bunya Tree from exploitation, as the tree was significant to local Aboriginal people (Gipps was acutely conscious of the effect of pastoral expansion on Aboriginal people and he actively sought to limit the size of pastoral holdings for this reason). The reserve was removed in 1860 following the passage of the Crown Lands Alienation Act 1860, one of the earliest Acts passed in the newly-created colony of Queensland. Pastoral runs, stocked with cattle, were quickly established in the Council area, including Edmund Lander's Mooloolah Back Plains and Maradan Plains, and John Westaway's Moolooloo Plains. The runs took in all of the land between the Mooloolah and Maroochy Rivers. Lander built a homestead on the Mooloolah River and the homestead became a stopping point for the Cobb & Co coach when the road between Brisbane and the Gympie goldfields was opened in 1868. The property was located on the southern bank of the river, directly to the left of the Gympie Road (now the Old Gympie Road).

The district was also important for timber and, increasingly, agriculture. The Sunshine Coast was particularly noted for its rich stands of pine and cedar. The prominent Brisbane timber merchant, William Pettigrew, established a depot on the Mooloolah River in 1862, from which he accepted timber logged by independent timber getters operating in the area. The depot was located on land now designated Charles Clark Park, Mooloolaba. Sugar cane production also became prominent from the late 1860s. The first sugar cane planted in the Council area, and the first sugar mill, were established on the Mooloolah River c1869 by the Society of Friends, otherwise known as the Quakers. The operation was called 'Friend's Farm'. One of the members of the group was Joseph Dixon, who went on to establish a sugar mill at Buderim in the late 1870s. The plantation and mill proved to be a short-lived experiment, ending in the early 1870s. Nonetheless, the agricultural potential of the district had

been demonstrated by this time, and farms were increasingly taken up, focusing primarily on fruit and dairy.

The growth of the town and district relied on its location on key transport routes. The first hotel so-called 'Mooloolah' was either built, or adapted from an existing structure, by Landers on his property on the Gympie Road, and later taken over by George Land Bury after Landers' death in 1878. (Bury went on to become a major landholder in the Council area, and was especially associated with the Moreton Central Sugar Mill in Nambour.) The hotel undoubtedly took advantage of the traffic on the Gympie Road, as well as the increasing number of settlers in the area. The Mooloolah Plains School was established in 1878, consisting of a building used by the 'Friends' built c1870. It was located in front of the cemetery, which was gazetted two years earlier. A second school was built just north of the Mooloolah Hotel and called the Mooloolah Bridge School, around the same time. A school was later opened in the Mooloolah town, after the railway was built. Surveyors began to trace potential routes for a railway from the early 1880s, and the town of Mooloolah was allegedly surveyed in 1884. By 1902, the town consisted solely of a carpenter and blacksmith. A public hall was built c1905 and a sawmill and general store by 1908. A new 'Mooloolah Hotel' was opened in 1911 in the town and a recreation and sports ground opened near the railway station in 1916.



Figure 53: Mooloolah Hotel, c.1922 (Sunshine Coast Library).

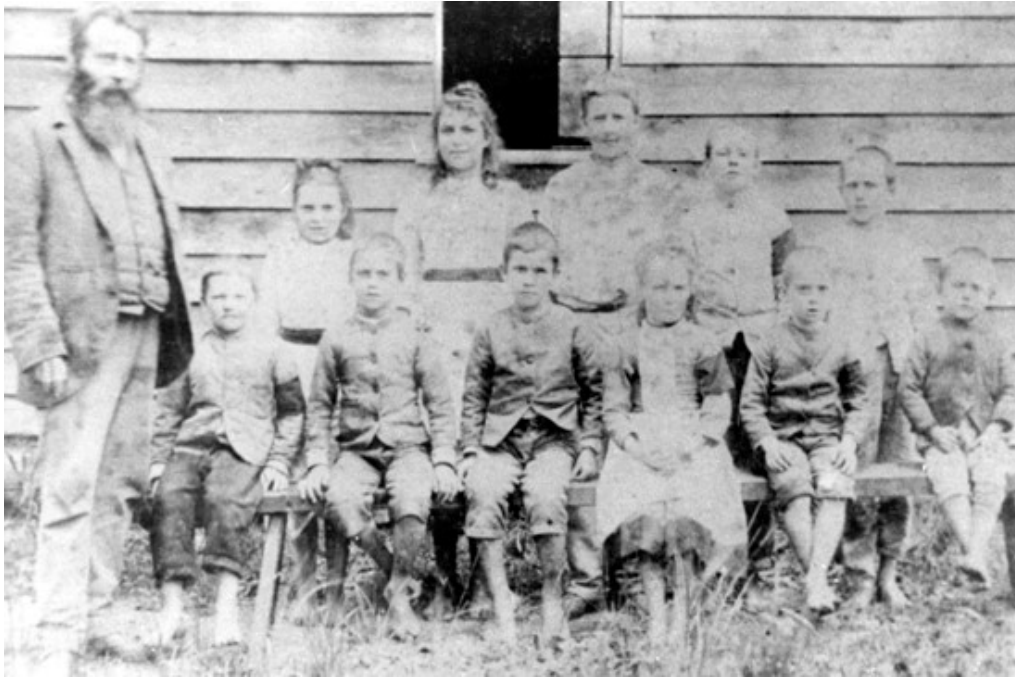


Figure 54: Mooloolah Plains Provisional School, 1891 (Sunshine Coast Library).

Nambour

The Nambour district was first settled by Europeans in the 1860s. The road between Gympie and Brisbane was built in 1868 and it crossed Petrie Creek near contemporary Nambour. Petrie Creek was named after Tom Petrie, who navigated several miles of the creek in 1862 and who was also responsible for discovering the rich stands of timber on the Buderim Plateau. William Samwell established a cattle station on Petrie Creek in 1868, calling it 'Nambah'. Two years later, in 1870, Thomas Carroll selected land near Samwell's property and later built a hotel to service travellers on the Gympie road. The hotel, built in 1884, was located on the present-day Nambour Showgrounds. Despite initial interest, settlement grew slowly, primarily because of the difficulties in reaching markets due to a lack of effective transport options. By the end of the 1870s, there were only five families in the Nambour and Yandina area. Nonetheless, a school was opened between Yandina and Nambour in 1879, servicing the two settlements. The district was particularly noted for its timber and agricultural potential, especially sugar cane. Joseph Dixon's Buderim sugar mill began processing cane in 1876, providing an impetus for cane farming in the surrounding area.

As with much of the Sunshine Coast, the construction of the North Coast Railway in the early 1890s stimulated the growth of towns and closer settlement. The line to Yandina was opened in 1891 and with its opening, 'Petrie's Creek', as the settlement had been known, was renamed 'Nambour'. Nambour, rather than Yandina, benefited the most from the railway, as it was more conveniently located for farms on the coast and the Blackall Range. When the Maroochy Divisional Board was created in 1890, Nambour was selected as the site for its headquarters. The opening of the Moreton Central Sugar Mill in 1897 further cemented the importance of the town. Sugar became the dominant industry in the Council area and a network of cane tram lines spread out from the mill, hauling cane from surrounding areas and defining the streetscape in Nambour for decades. The region's newspaper, the Nambour Chronicle was established in 1903 – the title of the broadsheet illustrating the centrality of the town in political and economic spheres, a rapid and remarkable transformation.

The town continued to grow rapidly in the first half of the twentieth century, particularly the 1920s. By 1925, there were eight drapers and four hotels, in addition to Catholic, Methodist and Anglican churches, and the Salvation Army. A grand Shire Council building was erected in 1929, replacing the previous iteration that had been destroyed by fire (the centre of Nambour was beset by fires, in 1924, 1929 and 1948). The new building included an auditorium that could seat 650 people. The Nambour

Hospital was also operating by the end of the 1920s. The Bruce Highway reached the town in the late 1930s, further stimulating development. Development of the coastal towns, especially Maroochydore, began to impact the significance of Nambour from the 1950s. However, it remained the municipal centre of the Shire, with a new town hall built in 1960 and municipal offices erected in 1978. The closure of the sugar mill in 2003 was a major event in the town's history, signalling the culmination of a long process of economic growth in the region.



Figure 55: Moreton Central Sugar Mill, 1925 (Sunshine Coast Library).



Figure 56: Currie Street looking north, ca 1960 (Sunshine Coast Library).

Palmwoods

Palmwoods was originally known as 'Merriman's Flat', a name provided by the selector Peter Kuskoff who settled in the district in 1881. Land selection had begun earlier in the 1870s and by 1889 there were approximately 100 selectors growing primarily fruit. The arrival of the North Coast Railway in the district in 1891 provided an important economic boon. The population doubled, the district (and town) was renamed Palmwoods and farmers now had easy access to markets with the proximity of the railway. The Palmwoods' Fruit Growers' Association was formed in 1899 and Palmwoods Progress Association in 1902.

The town was greatly improved in the 1910s. A general store and hotel were constructed in 1912 and the English, Scottish & Australian (ES&A) bank and residence were built in 1915. At the time, the local newspaper noted that the bank had 'shown its confidence by erecting a commodious building with a fine large residence adjoining' (Chronicle and North Coast Advertiser, 1 October 1915: 3). It is the first purpose-built bank in Palmwoods and the 'fine large residence' was a strong projection of the bank's status in the small town. The ES&A Bank was a prominent banking institution in the Council area, opening branches in Palmwoods, Landsborough, Maleny, Yandina, Nambour, Kenilworth, Eumundi, Caloundra, Eudlo and Beerwah.

The bank was confident because of the construction of the Palmwoods to Buderim Tramway, opened in January 1915. The tramway connected Buderim to the railway and also prompted interest in Buderim as a resort, with tourists travelling to Palmwoods by rail and then to Buderim by tram. The tramway, built by the former Maroochy Shire Council, operated until 1935. The value of the tramway declined from the 1920s primarily due to the advent of motorised transport. However, in its early years it promoted the development of Buderim and, by extension, Palmwoods. Palmwoods was also a gateway to Montville, a favoured resort in the Blackall Range, otherwise referred to at the time as 'Queensland's Blue Mountains'.

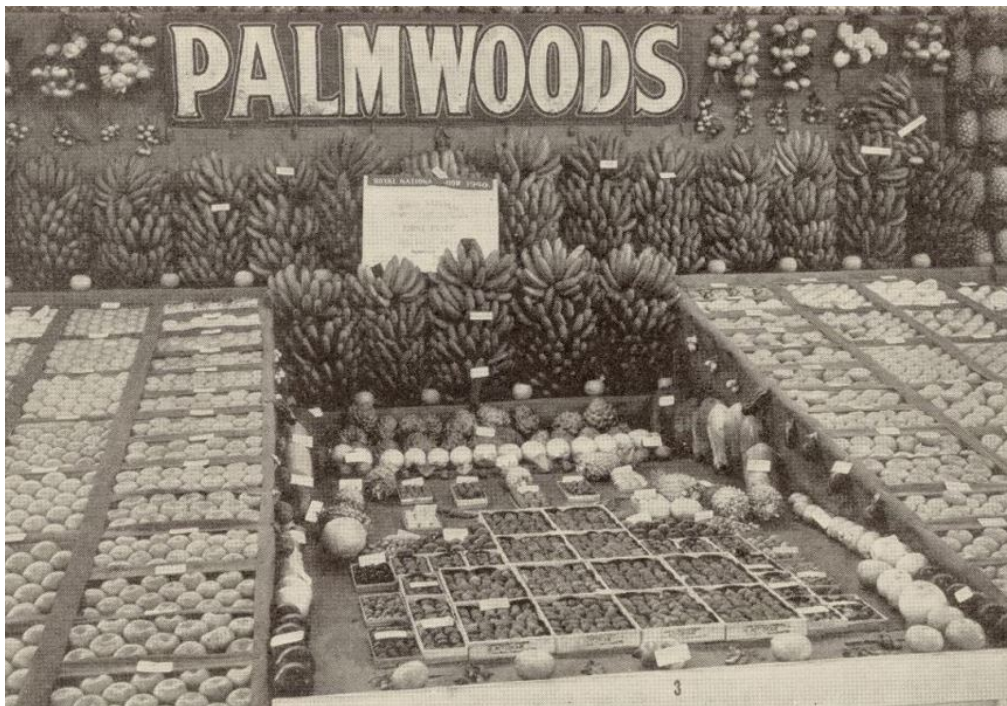


Figure 57: Palmwoods District first price fruit display at the 1931 Brisbane Show (Queensland Agricultural Journal).



Figure 58: Palmwoods Station no date (Palmwoods.net.au)

Woombye

Woombye began as 'Cobb's Camp' in the early 1870s. Cobb's Camp was established by Cobb & Co, which ran a coach service between Brisbane and the Gympie goldfields in late 1867. By the end of 1868 Cobb and Co coaches were travelling three times a week between the two locations. The company established a staging post between Lander's at Mooloolah and Low's Maroochie Hotel at Yandina. James Costar acquired a 20-acre (8 hectare) homestead selection in June 1869 and erected accommodation for travellers. It was licenced in 1870 as the 'Nil Desperandum Hotel.' Cobb and Co quickly built their own eight-bedroom hotel and store in 1871, licenced as 'Cobbs Camp Hotel', putting Costar out of business.

Farmers taking up land at Cobbs Camp had cleared the timber and planted sugar cane by 1871. New plantations were still being planted a decade later, and a sugar mill was planned. More than 200 acres of cane had been planted between Cobbs Camp and Petrie Creek on the expectation the mill would be crushing in 1885. However its proposer reneged on the deal, leaving unhappy farmers much out of pocket. Sugar cane was abandoned, and replaced by fruit, due to a prolific growth of oranges observed on a tree at the police station in 1885, the same year the Cobbs Camp State School opened. Woombye came into use as an alternative and permanent name for Cobb's Camp during 1888 with the town surveyed in 1889.

The town began to develop in the 1890s along Blackall Street: a police station and court house was erected in the early 1890s, St Margaret's Anglican Church was built in 1898, John Tytherleigh of Landsborough opened a general store in the same year and the School of Arts and Criterion Hotel were erected in 1900. The police station and court house were removed to Nambour in the late 1890s.

A station on the North Coast Railway was opened in 1891, supplementing a road which was often impassable between the town and Mooloolah. The railway provided a quick method of getting produce to markets to the south and north, and did much for the fruit industry and the local economy. The first commercially successful crop of pineapples was grown at Woombye in 1895, and the town embraced

the crop. Bananas were also planted but phased out in the early 20th century. Citrus crops had also reduced in size by the 1930s. Woombye now belonged to the pineapple.

The town's population peaked just after World War II and declined significantly over the next three decades as the fruit industry struggled. It hit a low in the 1970s, and was rescued in part by the establishment of the Big Pineapple tourist attraction, which after closure in 2010, was revitalised in 2015. Like many of the railway towns in the Council area, Woombye has experienced a significant population boom since 2001, the appeal of relaxed rural lifestyle and low housing prices contributing to that growth.

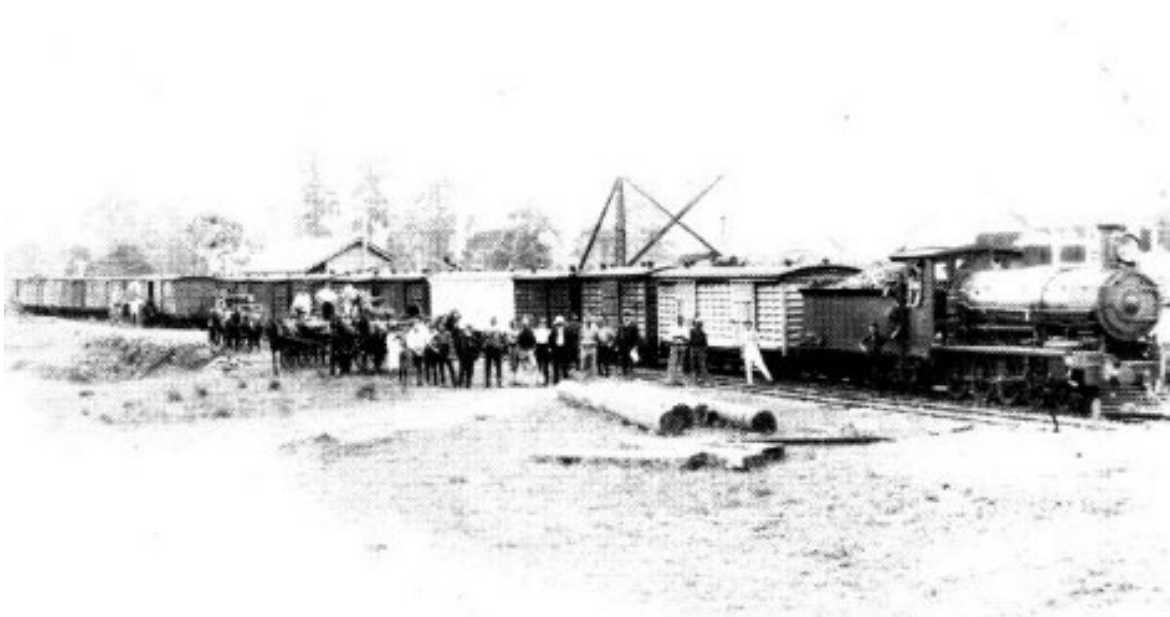


Figure 59: First fruit train to Sydney at Woombye 1919 (Sunshine Coast Library)



Figure 60: Big Pineapple, c1972 (Centre for the Government of Queensland).

Yandina

Daniel and Zachariah Skyring established 'Yandina' and 'Canando' stations on the northern side of the Maroochy River in 1853. Stations were taken up to the south of the river when the Bunya Bunya Reserve, declared in 1842 to protect the Bunya forests for Aboriginal use, was removed. Edmund Lander took up the Mooloolah Back Plains in 1861, and one year later John Westaway selected land to the east, later known as Moolooloo Plains. The Maroochy River functioned as a common boundary to the four stations.

The cattle stations were not particularly successful and timber instead became the principal economic activity in the Council area. William Pettigrew, a prominent timber merchant based in Brisbane, took up timber leases and established depots at the mouth of the Maroochy and Mooloolah rivers in the early 1860s, where timber from his leases was taken and then loaded on to steamers for delivery to Pettigrew's sawmill in Brisbane. James Low took over Pettigrew's Maroochy timber lease in the mid-1860s and built a new depot on the north bank of the Maroochy River, across from Dunethin Rock. Gold had recently been discovered at Gympie, and Low and other timber getters constructed a track in the Council area so people could travel from Brisbane to Gympie overland, and Low built a post office and store in 1868.

A new road was opened later in the year and Low moved his depot upstream to be closer to the road, on the south bank of the Maroochy River, near present-day Yandina. He re-established the post office and store and opened a butcher shop, a hotel called 'Maroochie House', a brick-making plant and boat shed. A police hut was also located in the default commercial centre for the surrounding Council area. The town of Yandina, also called 'Maroochie', was surveyed in 1871 on the opposite bank (in an area called 'Native Dog Flat' at the time) and a small number of selectors began to take up land in the district during the decade. A school was erected between Yandina and Nambour in 1879, reflecting modest population growth. The North Coast Railway reached the settlement in 1891 with the station located

in the town; as a result, Low's small commercial precinct on the south bank of the river declined in importance and the hotel was eventually demolished.

The population of the district increased dramatically in the 1880s and 1890s. The promise of the railway encouraged closer settlement and the town grew as a result. The 'Australian Hotel' was built in c1888 and moved to its current location in 1891 (now known as the Yandina Hotel). General stores were opened in the late 1880s and early 1890s and the town continued to grow in the early 1900s, with a School of Arts opened in 1916 and Anglican, Baptist and Catholic churches built between 1919-23. Farmers grew fruit, operated dairies and grew sugar, particularly after the Moreton Central Sugar Mill opened in Nambour in 1897, and they were supported by the Maroochy Co-operative Society, which was formed in 1921. The agricultural value of the land around Yandina was recognised by the Colonial Government with the establishment of the village settlement schemes of Gneering and Ninderry in 1888. The scheme provided 80 acre blocks for settlers who, after they satisfied the conditions of selection, were given a 'free' allotment in the surveyed village – despite interest in the scheme, it was not successful and the villages never eventuated. Timber remained a mainstay of the local economy into the twentieth century, but instead of rafting timber down the Maroochy River, it was sent to local sawmills in and around the district.

From the 1960s, the town underwent an economic transformation with the creation of three industrial estates. The most prominent of these estates was that taken up by the Buderim Ginger Factory, which moved from Buderim to Yandina in the 1980s. As the population of the Sunshine Coast grew towards the end of the twentieth century, so too did residential development in and around Yandina. The town and district in 1976 held 500 people and it now stands at around 2,500.

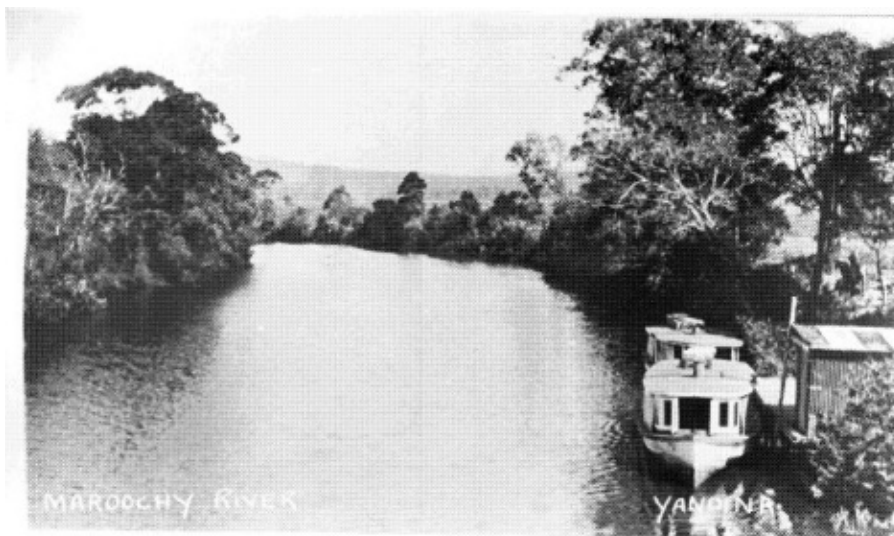


Figure 61: Maroochy River at Yandina, 1930 (Sunshine Coast Library).



Figure 62: Yandina Drill Hall, c.1940 (Sunshine Coast Library).

COASTAL TOWNS

Bli Bli

Bli Bli was originally a part of a vast cattle station called 'Moolooloo Plains', established in 1862 by Thomas Maddock and John Westaway and sons. The base of their operations was a hut erected at the mouth of Petrie Creek, near modern Bli Bli. The area did not present ideal land for cattle. William Peter Clark initially leased some of the Moolooloo Plains run, and in 1865 he planted sugar cane at Bli Bli, the first in the Maroochy area. The only place his sugar could be processed however was in Brisbane, and the costs involved led him to abandon the project within a year. Bli Bli, allegedly the name local Aboriginal people gave to the area because of the she-oaks that grew by the river, was the name of a property selected by 'Jackson', around 400 acres, presumably in the late 1870s or early 1880s. Henry Keil purchased the property in 1882, and had about six acres under sugar cane by 1884, possibly supplying the two mills operating in nearby Buderim (established in 1876 and 1880 respectively). Keil also ran cattle on land nearby at Diddillibah, and even ran a postal service.

The district grew slowly. A school was established in 1901 and by 1911 the population was 155. The progress of the district accelerated in the 1910s. Keil sold his property c1907 and the new owner, Thomas Wells, subdivided it in 1913 into nine separate farms, which were all sold by 1915. Other estates that surrounded Bli Bli were also subdivided around the same time, attracting farmers from the Northern Rivers District in New South Wales. The principal crop in the district was sugar cane (supplying the Moreton Central Sugar Mill in Nambour, which was established in 1897), but fruit, in particular pineapples and citrus, was also commercially grown.

Crossing the Maroochy River, especially for the farmers on the north bank, entailed the use of a punt. By the 1920s, as motor car ownership began to increase, local residents began to call for a bridge over the river. However, it was not until the 1950s that the bridge was eventually built. The David Low Bridge was opened in 1959, named after the former Maroochy Shire Chairman and State politician who agitated for improved access to boost tourism and farming in the Council area. The population of Bli Bli expanded dramatically from the 1980s onward, primarily due to residential development. The proximity of the area to Maroochydore made it an attractive dormitory suburb. The town is also notable for the presence of a medieval-style castle, originally called Bli Bli Castle and now Sunshine Castle, built in stages during the 1970s. It is an incongruous feature of the district; however, it is consistent with the development of 'Big Things' as tourist attractions in the Council area from the 1970s, such as the Big Pineapple in Woombye, built in 1971.



Figure 63: Paddle steamer up the Maroochy River, 1890 (Sunshine Coast Library).

Buderim

By the 1860s, the Maroochy region was considered by many to have the best timber in Queensland. The prominent sawmiller, William Pettigrew, established depots at the mouths of the Mooloolah and Maroochy rivers, where timber from along the rivers and hinterland were sent for transport to Pettigrew's Brisbane saw mills. Tom Petrie, the son of Andrew Petrie (one of the first Europeans to discover the vast stands of timber to the north of Brisbane in the 1830s and 40s) explored the forests of Buderim Plateau (or Mountain) in 1862 with the assistance of local Aboriginal people. He also began cutting timber in the Council area from that time. Pettigrew obtained a timber lease on the plateau in 1864 and the timber was sent to his depot on the Mooloolah River. The town of Buderim was surveyed in 1869 and selections were available from 1870, but by 1871 there were only three houses built on the plateau.

By 1870, the timber on the plateau, like much of the Maroochy region, was virtually exhausted. The sugar industry was rapidly growing in the colony around this time and in c1870 Joseph Dixon, a member of the Religious Society of Friends (Quakers), planted sugar cane at Buderim. In 1876, Dixon and his father-in-law John Fielding erected the first sugar mill in the Maroochy region, located on what is now Mill Street. By this time, Dixon employed South Sea Islanders to work in the cane fields. In 1880, a number of Buderim cane growers including sawmiller and entrepreneur James Campbell formed the Buderim Mountain Sugar Company in competition with Dixon's mill. Sugar remained an important industry in the district until the closure of Dixon's mill in 1896 – the Sugar Company's mill had closed earlier, in 1889. The sugar industry underpinned the economic growth of the settlement. A school was erected in 1886 and a School of Arts in 1887, along with a general store and blacksmith's shop, although the population at this time was still relatively small (underpinned by a total of seven or so farming families).

The growth of the settlement was secured by the diversification of agriculture. Dixon himself grew maize and coffee, and also ran cattle. By the mid-1880s, farms in Buderim were planted with bananas, maize, potatoes and oats, amongst other small crops, partly in response to restrictions on the employment of South Sea Islanders and the subsequent impact on the financial viability of sugar cane. Dairy farming also became prominent, but the district was primarily known for its bananas and coffee.

Buderim was connected to the North Coast Railway via a tramway to Palmwoods in 1914, further boosting the town's economy until its closure in 1935. Ginger became a major industry, leading to the construction of a ginger processing factory in 1942 – first operating from a former blacksmith shop, and then a purpose-built factory. A new factory was built in Yandina, completed in 1980 and the site of the Buderim factory was recently redeveloped.

By the 1960s, the farms were increasingly giving way to residential development, primarily due to increased development of the coastal towns such as Mooloolaba, Maroochydore and Caloundra. The pace of development increased over time, particularly at the turn of the twenty-first century. Buderim became noted in the early twentieth century for its beautiful plantings, on private properties and lining streets. Interest in the beautification of the town has persisted into the current century despite the rapid population growth.



Figure 64: Buderim Tram, 1920 (Sunshine Coast Council Library).

Caloundra

Land was first surveyed at Caloundra in the 1870s, but it initially attracted little attention. Businessman Robert Bulcock acquired a parcel of land in 1875 and built the first residence within the next few years. Noted explorer William Landsborough retired to what is now Golden Beach in 1881, and died there a few years later. James Moffatt, a wealthy Brisbane chemist, built a home on a large area of land he bought in 1882.

Caloundra developed as a resort town from the 1880s. The first public land sale took place in April 1883, and visitors began to arrive in reasonable numbers from this time. At Shelley Beach, the Hotel Caloundra was built in 1885 and the Sea Glint guest house opened in 1888. Allan King built King's Grand Central Guest House in 1908, at what is known now as Kings Beach. Despite this development, the resort was largely the playground for residents from the coastal hinterland, rather than visitors from Brisbane. Overland access to Caloundra was particularly difficult (although not impossible), ensuring the growth of the resort town was slow. Residential development was likewise hampered by a lack of access to the railway and major towns. After the hotel and guesthouses, the only other major development in Caloundra in the nineteenth century was the erection of a lighthouse in 1896.

The pace of development changed dramatically in the first half of the twentieth century, particularly due to increasing car ownership and interest in holidays at surf beaches. A second hotel, the Hotel Francis, was opened in 1906, King's Grand Central Guest House was built in 1908 and Caloundra's first store in 1912. Bulcock Estate, consisting of 400 allotments and taking in the area now occupied by the business centre, was auctioned in 1917. More guest houses appeared from the 1910s, including the Caloundra House (1919) and the Omar and Surf House in the 1920s. Motor vehicle ownership slowly grew in the 1920s and the former Landsborough Shire Council and the State Government proposed new roads to improve access to the North Coast. The Bruce Highway, a designated tourist road, was completed in 1934. In 1935, an improved gravelled road was completed to Caloundra from Landsborough, and subsequently bitumen sealed in 1937.

The social and infrastructure changes in the 1930s meant it was that decade that came to define the emergence of Caloundra as a popular seaside resort. The roads in particular led to an unprecedented land boom in Caloundra, prompting the Nambour Chronicle and North Coast Advertiser to write in 1935, regarding land sales in Moffat Headlands: 'where the sales since the Bruce Highway was established last year have broken all record [sic] for any North Coast watering place' (Nambour Chronicle and North Coast Advertiser, 22 March 1935, 8). Other key developments included the establishment of the Caloundra Surf Life Saving Club and Tripcony Caravan Park in 1933, the addition of a second story to King's Guest House in 1935, the erection of a beach pavilion and kiosk at King's Beach in 1937, planting of Norfolk Pines along the shorefront and the drafting of Caloundra's first town plan. The Kings Beach Bathing Pavilion and Tripcony Hibiscus Caravan Park are now entered on the Queensland Heritage Register.

World War II interrupted the growth of Caloundra and the lives of Australians for its duration. However, Caloundra became an important element in the defence of Australia during the war. Caloundra was the military headquarters for the fortresses on Bribie Island and also a naval signal station. When the Japanese declared war at the end of 1941, the threat of an enemy reaching Australia was considered very real. Volunteer, militia and regular forces were mobilised. Australian forces fighting in the Middle East were withdrawn to bolster defences. The 7th Division, 2nd AIF was

deployed early in 1942 on a rough line from Kilcoy to Bribie Island and tasked with the defence of the North Coast, its beaches considered likely spots for amphibious landings. Caloundra was a declared defence area from early 1942 and most residents left the area. A radar station also operated at Caloundra throughout the war. As Australian and American forces pushed the Japanese from New Guinea home defence became less important, however the Sunshine Coast remained a training ground for military forces bound for the frontline. Most of the forces had moved on by the end of 1943, though specialised military presence was maintained until the war's end.

Residential sales, which had been curtailed by the war, revived after 1946 and allotments were sold at Golden Beach, Dicky Beach, Mayes Estate, Shelley Beach and Currimundi. A shortage of building materials delayed housing and commercial construction into the early 1950s, but thereafter development increased dramatically. Moreover, car ownership and interest in holidays at surf beaches grew even more popular, continuing the trend begun in the 1920s and 30s. More than three-quarters of the Landsborough Shire's population lived in Caloundra in 1968, at which time the municipal Council relocated there. The Shire was renamed Caloundra City Council in 1987, reflecting the growth of the coastal town at the expense of the former hinterland administrative centre.



Figure 65: Wreck of SS Dicky, c.1900 (Sunshine Coast Council Library).



Figure 66: Caloundra Lighthouse, 1930 (Sunshine Coast Council Library).



Figure 67: Kings Beach Bathing Pavilion, 1937 (Sunshine Coast Council Library).



Figure 68: Caloundra's bus depot in Bulcock Street, c1950 (Sunshine Coast Library).



Figure 69: Holiday home on the Esplanade at Kings Beach, c1955 (Sunshine Coast Library).



Figure 70: Bulcock Street, Caloundra, c1962 (Sunshine Coast Library).

Coolum

Land selected near Mount Coolum from 1871 followed the usual usage patterns for coastal towns in the Council area. Timber was harvested initially followed by the planting of bananas and establishment of dairy farming. Some of the low-lying land was of little agricultural use until work commenced around 1910 to drain the swamps. After two decades of work, dairy farms were expanded over the reclaimed land, and sugar cane and coffee crops planted. A State School was built in 1917 though the permanent population was under 100. A Council lifeguard was appointed to look after the beach around the end of WWI, leading to the creation of the Coolum Beach Surf Life Saving Club in 1919.

A cane tramway, built from the sugar mill at Nambour and crossing the river near Bli Bli, was also used to carry passengers. This new access opened the area to further development, and Mount Coolum Beach land was subdivided from 1922 effectively doubling the population. It was not until the 1960s that most development occurred and the population increased significantly. A National Park was created around Mount Coolum following attempts to subdivide it during the 1980s, and a Hyatt-Regency resort and golf course were built nearby. The golf course was the site of the annual Australian PGA championship from 2002 to 2013. The population of Coolum continues to grow as beachside living, surfing and fishing remains attractive to many.



Figure 71: Coolum Beach, 1950 (Sunshine Coast Council Library).



Figure 72: Coolum Beach and coastline from Low's Lookout, 1962 (Sunshine Coast Library).

Maroochydore

The prominent timber getter William Pettigrew selected the land on which the principal settlement of Maroochydore proceeded, in 1872. Pettigrew built numerous stores and wharves, and a sawmill, to support his timber trade in the region. At Maroochydore, he appears to have constructed a store sometime after his selection of land. However, he began to develop the area more intensively in the 1880s. Pettigrew had two houses built, one for his overseer and another for the captain of one of his steamers, in 1884. In 1886, he extended the store, established a well, constructed drains and erected a wharf. In 1889, Pettigrew began construction of a sawmill, which was located on the river bank roughly between Paynter and Cornmeal Creeks. During this time, one of Pettigrew's steamers plied between the Maroochy River and Brisbane, servicing Pettigrew's interests, but also running a service for settlers along the river. The mill operated until 1898, when Pettigrew became bankrupt and was

forced to close the mill. It was purchased by James Campbell (who earlier operated the Campbellville Sawmill on Coochin Creek, and was responsible for the early development of Landsborough). The mill was closed again in 1905, this time permanently.

The Salvation Army appears to have established an annual camp over Christmas at Cotton Tree in the late 1880s. The area east of Cornmeal Creek, bounded by the ocean to the east and the Maroochy River to the north, was gazetted as a wharf and water reserve by the Queensland Government in 1873. The first reported camp was in 1896, but Salvation Army advertising after this time indicated the camp began as early as 1888. The location of the camp took advantage of the calm water of the river, rather than the surf, a preference of people in the nineteenth century. The camp proved popular and numbers of campers increased each year. A surf life saving reel was installed in 1908, as 'surfers' began swimming in the ocean (the Maroochy Surf Lifesaving Club was officially inaugurated in 1916, one of Queensland's earliest surf life saving clubs). The campsite eventually grew beyond its Salvation Army origins, becoming a popular resort destination throughout the twentieth century, especially for the residents of the local hinterland towns such as Buderim and Nambour. Cotton Tree Caravan Park (State heritage place) continues to operate, now comprised primarily of cabins and caravans, the latter increasingly popular from the 1950s.

Thomas O'Connor, a surveyor, purchased Pettigrew's land holdings in 1903 and subdivided it for sale in 1907. O'Connor surveyed a 'private town' in 1908, which eventually developed as the town of Maroochy in the early twentieth century. O'Connor's survey created and named Duporth Avenue and Ocean Street. Other streets in the survey remain extant today, including Beach Road (originally Beech Road), Church Street (Mill Street – possibly indicating that Pettigrew's mill was located in the general vicinity), Wharf Street and Baden Powell Street (BP in the original survey – presumably for Baden Powell, who established the scouting movement in the British Empire). The Government surveyed a town site in 1908 in the vicinity of the Cotton Tree camp site. The local community and the former Maroochy Shire Council objected to the survey and the Government shelved the plan. A new town survey was completed in 1915, which included Cotton Tree Parade, Memorial Avenue, Alexandra Parade and Sixth Avenue, although the streets were not so-named at this time. Thus Maroochy had two surveyed town sites, one private, the other by the government.

Interest in Maroochy grew rapidly in the 1910s and, initially at least, it was O'Connor's town site that developed. The Club Hotel was built in 1911, with people travelling by road or the river to the accommodation (Wharf Street is so-named as the wharf for the hotel was located on the river bank at this location). A School of Arts was erected in 1916, providing a library and reading room for local residents and, presumably, tourists. Maroochy developed more substantially in the 1920s, confirming its popularity as a seaside resort, but also as a bona fide town. The Maroochy Progress Association was formed in 1920 and a school opened in 1921. Cornmeal Creek was also bridged in 1921, providing a connection with Cotton tree. A road from the 'North Coast Road' (Gympie Road) to Maroochy was opened in 1928, improving access from the hinterland towns (and passengers using the North Coast Railway). Dance halls were constructed in both the private town (Murtagh's Hall, later Nonmus' Hall) and near Cotton Tree (Jazzland). Catholic, Methodist and Anglican churches were built in the private town. Two sawmills were also opened in the 1920s.

Development of Maroochy continued in the first half of the twentieth century, and then expanded dramatically from the 1970s onward. The construction of the Bruce Highway in the 1930s and increasing private ownership of motor vehicles continued to improve access to Maroochy. The impact of road infrastructure on Maroochy was further illustrated by the opening of the David Low Way in 1959, a coastal road that connected Maroochy and Noosa explicitly promoted as a means to further encourage tourism in the region. The the region was renamed the 'Sunshine Coast' from the 'Near North Coast' on 1 August 1967; both the David Low Way and the renaming of the region signalled the rapid development of the region's coastal towns in the second half of the twentieth century. The first high-rise in the Sunshine Coast, Maroochy Sands, was built in Maroochy in 1973. The town's population grew dramatically from the 1980s and more high-rise apartments were built.

Although the scale of development has been dramatic in a relatively short period of time, evidence of the early history of the town remains, including buildings associated with the 'private' town and the Cotton Tree Caravan Park, the latter associated with nearly 140 years of tourism in Maroochydore.



Figure 73: Club Hotel at Maroochydore in 1916 (Sunshine Coast Council Library).



Figure 74: View along beach Parade towards the Maroochydore Surf Lifesaving Club House on Alexandra Parade, 1967 (Sunshine Coast Library).



Figure 75: Aerial view over Maroochydore looking southwest from Maroochydore Beach, 1971 (Sunshine Coast Library).

Mooloolaba

Known as Mooloolah Heads until 1920, Mooloolaba is at the mouth of the Mooloolah River. Pettigrew established a base for his timber business in the early 1860s and vessels such as the steamer Gneering took timber from the river to Brisbane. The depot was abandoned by the 1890s

The township of Mooloolah Heads was surveyed in 1915 and sales of allotments continued into the 1920s. In that decade recreational fishing was one of the many attractions to the settlement, which could be reached via the local sugar tramway network. Many of the houses in the area were let to holiday-makers and formal camping facilities enabled an affordable stay.¹⁵⁶ Buderim residents were frequent visitors to the beaches and new town of Mooloolaba, and were behind the formation of the Mooloolah River Sports Club in 1919. This became the Mooloolaba Life Saving Club in 1923. There were sufficient permanent residents in 1933 to justify the provision of a State School.

Mooloolaba was a popular, yet slightly isolated seaside destination until the 1960s, when the David Low Way began to link the coastal communities by road. This had a major impact on Mooloolaba, and although it was somewhat behind Maroochydore, subsequent development of the area has effectively linked the two centres.

¹⁵⁶ Daily Mail, 19 August 1921



Figure 76: Crowds on the Mooloolah River bank and public jetty opposite River Esplanade, Mooloolaba, December 1934 (Sunshine Coast Library).

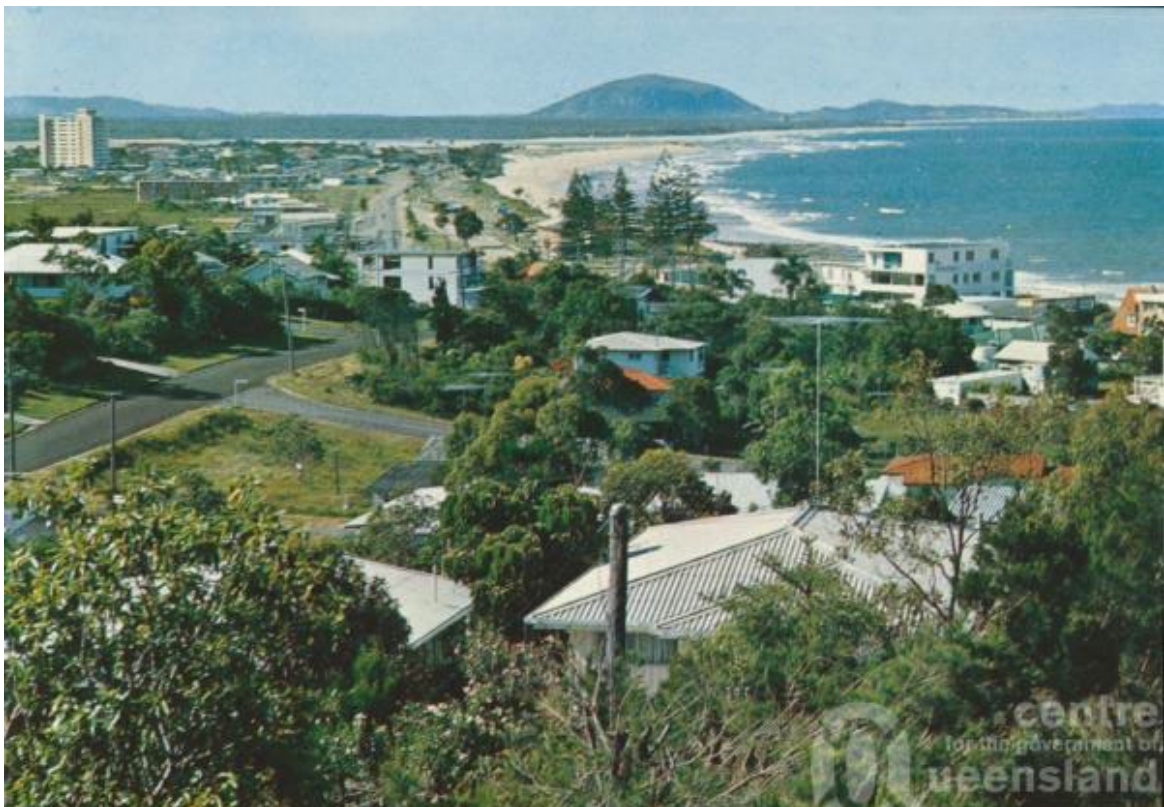


Figure 77: Alexandra Headlands, c1964 (Centre for the Government of Queensland).



Figure 78: Headlands Hotel, corner Buderim Avenue and Alexandra Parade, Mooloolaba, c 1965 (Sunshine Coast Library).

HINTERLAND TOWNS

Conondale

The village of Conondale was named after the pastoral station of the same name which was taken up by Donald McKenzie in 1853. It was situated near the headwaters of the Mary River. McKenzie had been born near the River Conon in Scotland. Mackenzie bred cattle on the station but was unable to do so profitably and the mortgagee foreclosed.¹⁵⁷ Despite Mackenzie's inability to make a go of it, subsequent owners were able to do so. In 1906 new owners subdivided the 14000 acre property and sold it as small holding dairy and agricultural farms, ranging in size for 100 to 320 acres. The subdivision included a new butter factory, in which purchasers became shareholders.

The small village of Conondale arose as a result of farming families moving into the district. A state school was opened in 1912, and the butter factory converted as a public hall. The Conondale Timbers Sawmill was constructed in the early 1930s by M.R. Hornibrook Pty Ltd to supply hardwood for the bridge project, subsequently known as the Hornibrook Bridge, linking Redcliffe with Brisbane. The mill continues in operation.

The Conondale National Park was established nearby in 1931, and expanded in 1995. An annual rodeo, weekly markets, and a tourist walk through the Conondale Range National Park, brings visitors to the town.

¹⁵⁷ Stan Tutt, Sunshine Coast Heritage



Figure 79: Conondale Butter Factory, 1926 (Sunshine Coast Council Library).

Flaxton

The name Flaxton possibly originated from Flaxton in England. Dixon, a significant figure in the history of Buderim and the largest landowner in the district at the time, selected nearly 800 acres of land in Flaxton in c1880 and by 1892 was cultivating oranges and coffee there, as well as planting trees and shrubs selected from his Buderim property. Canambie Dixon, who married Elizabeth Fielding in 1873, erected 'Canambie' cottage in Buderim in the 1880s, which is now entered on the Queensland Heritage Register.

The Dixon's eventually moved to their property at Flaxton, after residing in Gympie for a number of years. Flaxton at the time was sparsely settled – by 1921, fourteen years after Dixon moved to the area, there were only 85 people. The Dixons established a dairy on the property, while most other farmers in the district grew oranges, bananas and pineapples.

The Dixon's initial accommodation was a rude slab hut. A more substantial home, Chermside, was constructed in c1908 from pit-sawn beech timber and was originally raised on high stumps, which were subsequently lowered. A kitchen was attached to the rear of the building. A journalist from the Brisbane Courier noted in 1926 that the house was a 'famous landmark' that was 'handsome and magnificently set' in the landscape (Brisbane Courier, 7 December 1926: 8). Elizabeth is reported to have been a keen gardener and the gardens surrounding the house were established by the time the house was built. A stand of bamboo was also planted nearby, supposedly to provide shelter for Dixon's bullocks. Elizabeth died in 1927 and Joseph in 1928. Both were buried on the property (see separate entry). The house remained in the Dixon family for the remainder of the twentieth century, and hosted local functions. Sunday School was also apparently conducted under the fig tree at the rear of the house. The house was converted to a bed and breakfast around 2005.



Figure 80: Joseph Dixon's residence 'Chermside' at Flaxton, c.1915 (Sunshine Coast Council Library).

Kenilworth

The Kenilworth district originally formed part of a large cattle run established in 1850 by Joseph Smith. The station was originally called 'Oobie Oobie' or a variation of; it was re-named 'Kenilworth' c1857 after the Sir Walter Scott novel of the same name.

The Queensland Government passed Land Acts from the 1860s that were intended to break up large pastoral runs and encourage closer settlement, particularly the establishment of farms. Selections were taken up in the district from the 1890s, focused on the area that became known as Gheerulla. The settlement was originally named for the creek on which it was located, Yahoo Creek. Local residents then referred to the community as Kenilworth, and by 1910 the name 'Gheerulla' was proposed, allegedly a contraction of two local Aboriginal words meaning 'dry creek'. Landowners engaged in mixed farming and grazed dairy cattle, producing cream for butter production.

By the turn of the twentieth century there was a sufficient number of settlers to prompt the establishment of a school and the formation of the Kenilworth Farmers' Association. The Association oversaw the creation of cemetery and recreation reserves, and a co-operative buying scheme for its members. The Farmers' Assembly Hall, the settlement's public hall, was opened in 1907 – an important community milestone. It was constructed from pit-sawn beech, weatherboard walls and Crow's Ash timber floor. The Association also opened a Co-operative store in Eumundi in the same year from which the produce of the district was sold.

Despite the progress of the community, there was not yet a town. Indeed, local postal services were still handled at Kenilworth Station. However, a new town was surveyed in 1921, over six kilometres from Gheerulla, and officially named 'Kenilworth'. For a time, the two settlements were referred to as Kenilworth and Kenilworth Lower (Gheerulla). Kenilworth grew rapidly in the 1920s and 30s and prospered as a town.

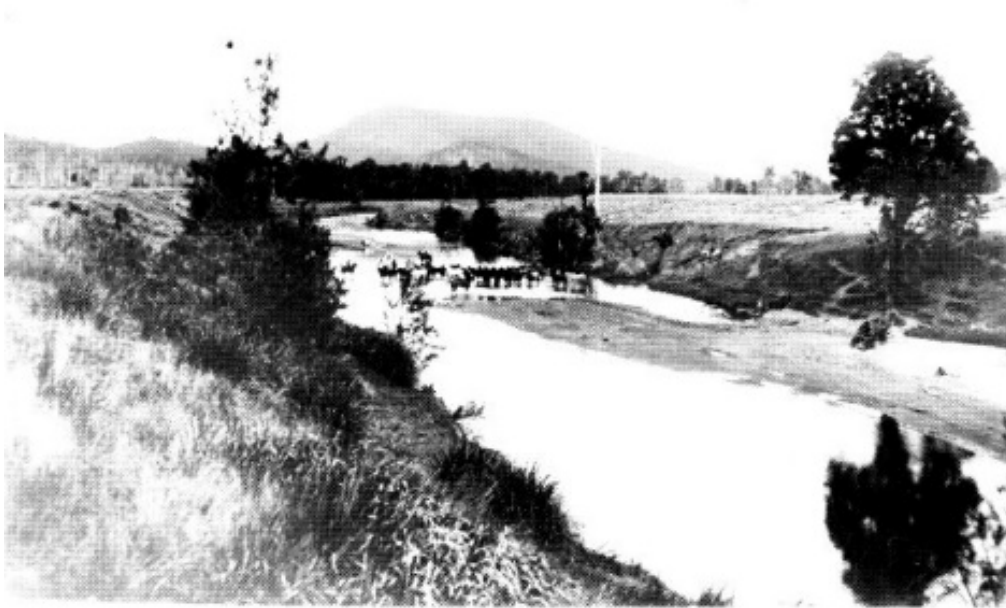


Figure 81: Mary River on Kenilworth Homestead Station, 1907 (Sunshine Coast Council Library).



Figure 82: Kraft Cheese Factory at Kenilworth, 1954 (Sunshine Coast Council Library).

Maleny

The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of red cedar. Cedar logs were taken by bullock teams to the coast and then rafted down the Pumicestone Passage to a site on Bribie Island, from where they were loaded on to ships and exported to market. Early selectors included Isaac Burgess (of Landsborough) and Joseph McCarthy, both of who took up land in 1878-9. They were soon joined by other selectors, including the

Simpson Brothers and Francis Dunlop, the latter owning the land on which the present day town of Maleny is situated.

Several key settlements emerged by the 1880s: along Obi Obi Creek, later named Maleny; Wootha and Teutoberg. The first school in the district, the Blackall Range School, was established in Wootha in 1886 and the second school at Teutoberg in 1892. Teutoberg, selected predominantly by German settlers, was originally known as Maleny. Indeed, the 'Maleny Town Reserve' was originally surveyed there. However, the residents lobbied for the name to be changed to Teutoberg in the late 1880s and the name 'Maleny' was transferred to the settlement on Obi Obi Creek. The 'new' Maleny subsequently became the town for the district, undoubtedly because it was closer to Landsborough than either Wootha and Witta, a key strategic importance following the extension of the North Coast Railway to Landsborough in 1890. Teutoberg was renamed Witta in 1916 due to anti-German feeling in Queensland as a result of the Great War.

Timber remained an important industry in the Maleny district and several sawmills were erected to mill timber felled on the Blackall Range. However, the dairy industry became increasingly important from the 1890s. Joseph McCarthy pioneered the industry in the district, establishing a dairy farm and small butter factory on his property. Settlers then began to send their cream to a butter factory in South Brisbane. When this factory closed, the settlers decided to form their own co-operative company, named the Maleny Co-Operative Dairy Co. The Company's first butter factory was opened in 1903. A local journalist noted the importance of the factory to the district in 1923: 'From the day the company commenced operations Maleny dates her practical progress' (Nambour Chronicle and North Coast Advertiser, 28 December 1923: 6).

The significance of the factory is underscored by the development of the town. An English, Scottish and Australian (ES & A) Bank was opened in 1906 and the Maleny Hotel was erected in 1907. The first butter factory was replaced in 1911 with a new factory building located in Coral Street. A third factory was opened in 1940 adjacent to the second building. The factory closed in the 1960s, but the building still remains extant. The town has subsequently become popular for its collection of 'arts and craft' shops. The residential composition of the district has also changed substantially, comprising people who have moved from urban areas (principally Brisbane) seeking a rural, montane lifestyle.

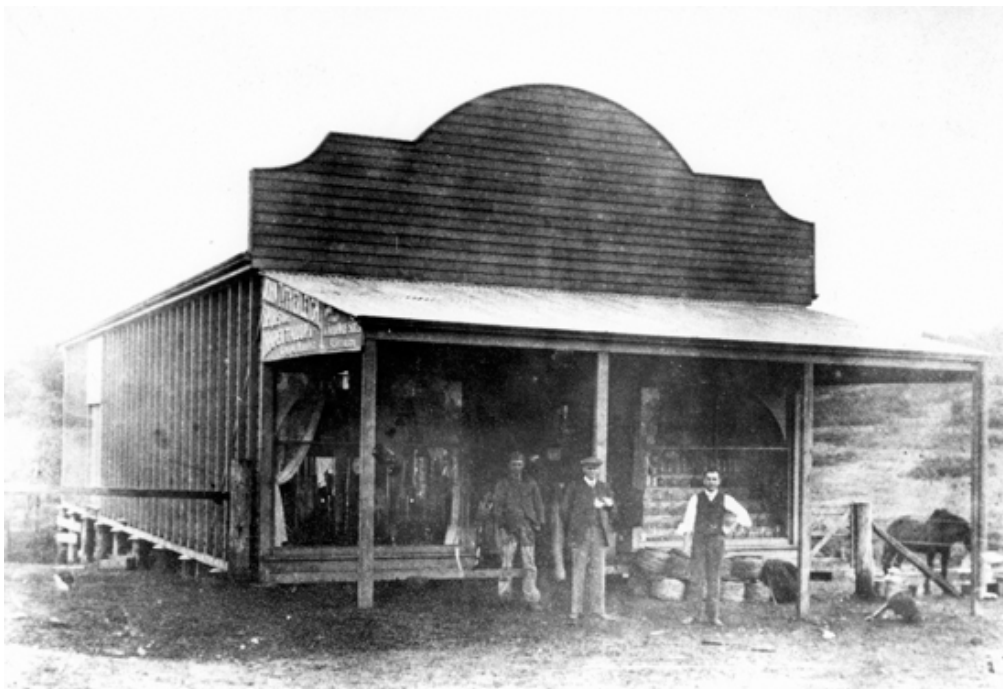


Figure 83: Store on Maple Street, c.1908 (Sunshine Coast Council Library).

Mapleton

Settlement in the Mapleton area began in 1889 when two brothers, William and Thomas Smith, selected land to plant bananas. The Blackall Range, particularly in the vicinity of Mapleton, had been extensively logged, but settlers had not yet selected land because of the difficulty of the terrain, lack of roads and access to markets for farm produce. Bananas did not prove to be a profitable crop, so the brothers turned to strawberries and citrus. Other settlers joined the Smiths and in 1893 a postal service was established at Lutonvale Orchard. The name of the district was briefly Luton as a consequence, but it was changed to Mapleton in 1894. The farmers established a close relationship with nearby Dulong, forming the Mapleton and Dulong Farmers' and Fruitgrowers' Association in c1898.

The produce of the district was first taken to Woombye, and then later, Nambour. The first tracks from the settlement down the range were rudimentary, so much so that it was not until 1894 that the first wheeled vehicle could make the journey. A school was established in 1899, illustrating modest growth in the district, and a sawmill was opened in the town in 1909. Mapleton received a

major boost with the construction of a tramway linking it and Dulong with Nambour in 1915. Plans for the tramway were first mooted in the 1890s, especially following the opening of the Moreton Central Sugar Mill in Nambour in 1897. Indeed, the tramway to Mapleton began from the terminus of the mill's private tramway at Kureelipa. The tramway made the transport of produce to Nambour and thence the North Coast Railway more efficient than by road. The roads, and road transport, nonetheless improved and as a consequence the tramway was closed in 1944 and the tracks were removed in 1945.

The district became noted for other industries. Dairying and timber were important, and a State Forest was established near Mapleton in the 1920s. Mapleton also became popular as a resort for the convalescent and tourists. It was promoted as a sanatorium in the early twentieth century; sanatoriums were generally associated with convalescing patients and they were often located in mountains as people associated the mountain air with improved health. The district (and the Blackall Range more generally) also benefited from tourism more generally. Mapleton was the gateway to the so-called 'Queensland's Blue Mountains' and the district, and the Mapleton Falls in particular, has remained popular since the early twentieth century. The first hotel to take advantage of tourism in the district was the Ocean View Hotel, opened in 1910.



Figure 84: Mapleton Tramway cutting at beginning of climb up the range, c.1940 (Sunshine Coast Council Library).

Montville

Settlement first occurred in Montville in the late 1880s. The area had been extensively logged prior to this decade and the escarpment is still marked by timber 'shoots' (or 'chutes' / 'shutes'), such as 'Lander's' and 'Remington's', where logs were 'shot' down the mountain to be hauled away to sawmills in the Council area or in Brisbane. Land was selected as early as 1881, but the first settlers did not begin to arrive until the mid-1880s. Among the first settlers were the Smith brothers, Henry (Harry), Edward and Alfred. As with nearby Mapleton, the new arrivals quickly discovered that the land was suited to fruit orchards and oranges, lemons, mandarins, limes and strawberries, amongst other crops, were soon planted. A provisional school was established in 1896, indicating the settlement – originally called Razorback, but officially Montville – was slowly growing. Palmwoods, established in 1891, became the primary outlet for the produce of Montville farms. The current Palmwoods-Montville Road was opened in 1929.

The village began to develop in the early 1900s, but particularly the 1910s. A school of arts building was erected in 1903, now the Montville Hall. Henry Smith opened a store on his property on Western Avenue, which also included the postal receiving office. A new school was built in 1908 (within the current school grounds). Smith moved to a new store on the corner of Western Avenue and Main Street in 1912 and a Methodist church was built on Main Street in the same year. St Mary's Church followed in 1914, the Manjalda Guesthouse in 1915 and the Masonic Temple in 1920. Memorial gates commemorating the district's soldiers who fought in World War I were erected at the front of the School of Arts in 1921.

Like nearby Mapleton, Montville became popular as a resort for the convalescent and tourists. The Blackall Range was promoted as 'Queensland's Blue Mountains' and guest houses abounded, especially in Montville. Guesthouses in the village in addition to Manjalda included 'Elston', 'Mayfield', 'Belvedere', 'Awatea' and 'The Lachlan'. Indeed, it appears Montville had the highest number of guesthouses on the Blackall Range. The village remains popular with tourists seeking a mountain retreat and the design of many of the buildings constructed in the second half of the twentieth century

was inspired by a European 'Alps' aesthetic (consonant with mountain villages) . It also developed as an arts and craft destination, particularly with the establishment of the Montville Pottery in the mid-1960s.



Figure 85: Alfred Smith's shop and residence on the main road of Montville, c.1925 (Sunshine Coast Council Library).

Peachester

The area occupied by Peachester (an anagram of Peach Trees) was originally part of the Durundur sheep station owned by the Archer Brothers and taken up in 1841. Timber getters were attracted to the area from at least the early 1880s, probably supplying timber to James Campbell's sawmill at Campbellville, on nearby Coochin Creek (established 1881). The designation of 'Peach Tree' allegedly occurred when a timber getter from Toowoomba brought with him a peach; a tree grew from the discarded seed and over time more peach trees began to appear around the camp site.

The first settlers appear to have taken up land in the area from 1884 and a town was surveyed in 1889. A School of Arts was established in the same year to provide a library for reading and a public hall. The first school lessons for children from the area were conducted from the School of Arts building in 1892. A second wave of development occurred between 1898-1902, with the remaining land from the former Durundur station sold by the Queensland Government, thus encouraging further settlement. William Grigor, the son of William (Senior) and Mary Grigor who established the Cobb & Co coach stop 'Bankfoot House' in 1868, erected a sawmill in Peachester in 1899 on the bank of the Stanley River, at the location of the original timber getters' camp. St Andrews Anglican Church was built c1906.

The district continued to grow in the first half of the twentieth century. The first purpose-built school building was established in 1911, next to the School of Arts. A Methodist church was erected in 1922, also next to the School of Arts, forming a small educational and cultural precinct. Dairying became the principal industry, in addition to timber, with cream taken to either the Caboolture or Eumundi butter factories. Fruit and other crops were also grown on farms. Crohamhurst, adjacent to Peachester, became famous for the presence of the Crohamhurst Observatory, built for Inigo Jones in 1935 as a long-range weather forecasting facility.

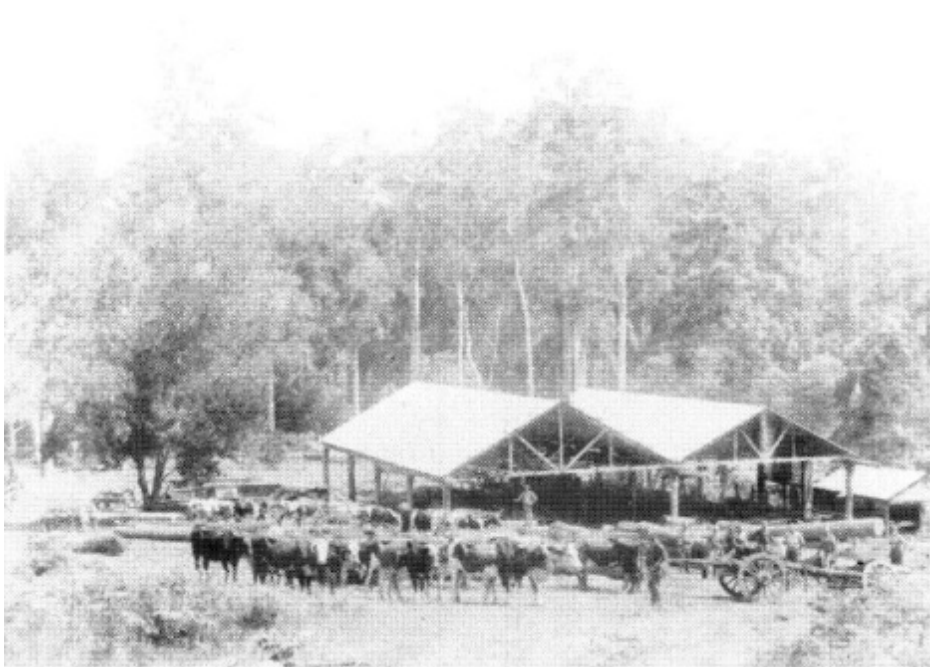


Figure 86: Bullock teams at Grigor's Sawmill, Peachester, c.1905 (Sunshine Coast Council Library).

Witta

The Maleny district was first settled by Europeans in the 1870s. Settlers were attracted to the area because of the extensive stands of Red cedar. Cedar logs were taken by bullock teams to the coast and then rafted down the Pumicestone Passage to a site on Bribie Island, from where they were loaded on to ships and exported to market. Early selectors included Isaac Burgess (of Landsborough) and Joseph McCarthy, both of who took up land in 1878-9. They were soon joined by other selectors, including the Simpson Brothers and Francis Dunlop, the latter owning the land on which the present day town of Maleny is situated.

Several key settlements emerged by the 1880s: along Obi Obi Creek, later named Maleny; Wootha and Teutoburg. Teutoburg is believed to have been first settled by the Nothling family c1887, followed by other German families. Various authors theorise that the name reflects that the settlers came from the Teutoburg area in Germany. However, 'Teutoburg' only refers to a forest, not a town or 'area' and, at least in the case of the Nothlings, that family did not live anywhere near the forest. Instead, the naming of the new settlement is probably symbolic. The forest was the site of a battle in 9CE in which a confederation of Germanic tribes defeated a Roman army. The ridgeline on which the forest is located was for centuries called 'Osning', but it was renamed 'Teutoburg' in the 1870s, which roughly translates as 'people's castle'; Germany had only recently unified following the 1870-1 Franco-Prussian War and the defeat of the Romans provided a foundation story to support the creation of the German nation. Teutoburg (Witta) became known as 'Little Germany' in newspapers in the late nineteenth century and the settlers more than likely named the settlement Teutoburg to symbolically reflect the majority German population there.

A town reserve was surveyed there in 1888 and, interestingly, it was called 'Maleny', but the local residents lobbied for the name to be changed to Teutoburg. 'Maleny' was transferred to the settlement on Obi Obi Creek, which still bears the name today. Key developments in Teutoburg included the establishment of a school in 1892 and the erection of a Lutheran church in 1893. The congregation apparently split soon after and was only reconciled in 1902. The current church was erected in 1911. The area was noted for its crops, cheese and wine, as well as the timber industry. The Witta Sawmill,

owned by the Tesch family and established in the 1910s, was a major business in Witta, eventually expanding to Caloundra and Landsborough.

Teutoburg was renamed Witta in 1916 due to anti-German feeling in Queensland as a result of World War I, an approach reflected elsewhere in Australia at the time.



Figure 87: Looking from Witta towards Conondale c1931 (Queensland State Archives).

2.7 Maintaining order

Local government

As a result of the introduction in Queensland of the Local Government Act in 1878, the Caboolture Divisional Board was established on 11 November 1879. The Divisional Board administered an area from Kedron Brook in the south, North Pine, Redcliffe, Caboolture, Caloundra, Kilcoy, the Blackall Ranges, and the Maroochy headwaters. In 1888 the Redcliffe Divisional Board and the Pine Divisional Board were established from land excised from the Caboolture Board.

Land from both the Caboolture and Widgee Divisional Boards came under the control of the Maroochy Divisional Board from 1890. Maroochy became a Shire Council in 1902, and the former Landsborough Shire Council was created in 1912. In December 1987, Landsborough Shire was declared a City and the authority adopted the title of Caloundra City Council. Significant changes were made to the structure of local government authorities across the state in 2008. The changes, which were unpopular in a number of places, resulted in the councils of Caloundra, Maroochy and Noosa being amalgamated to form a single Sunshine Coast Regional Council. The forced amalgamation was fought by local communities in the Noosa area and the residents of the former Noosa Shire voted to de-amalgamate, a process undertaken by 2013.

Defending the country

Despite earlier accounts to the contrary, neither Battery Hill or Bulcock's Tower at Caloundra had anything to do with the Russian war scare of 1885. An emergency telegraph line was run to the coast

from Landsborough in 1885, part of a coastal telegraphic network already in place. Battery Hill Estate was first offered for sale in 1892.

Rifle clubs, and the ranges upon which they shot upon, were a convenient and cost-effective manner for governments to keep a small percentage of the population trained with weapons, and thus available for defence purposes. The principle was adopted by the Queensland Government in the latter part of the 19th century, and by the Commonwealth Government after 1901 and through to World War I. Rifle clubs were created at various localities in the Council area from the early 1900s through to the mid-20th century.¹⁵⁸

At the beginning of World War I rifle club membership in Queensland numbered just over 9500 and by 1919 it was nearly 13500. After World War I new rifle clubs were established with Commonwealth approval, by returning soldiers largely as a recreational activity. Club membership fell in the next decade to around 7000, but slowly increased through the 1930s.

Defending the country - Sunshine Coast at War

During the late 1930s the Australian government moved to expand its militia force (AMF) to 70000. AMF personnel could only serve within Australian territory which included at that time Papua and New Guinea. Recruiting became more pronounced in 1939 and even though Queensland had met its quota recruiting by the Australian Defence Council continued. New units were formed in Queensland, with Nambour becoming the base for a local coast company. Drill halls were built in Nambour and Yandina in 1939. For the first time a major infantry training camp for the 9/49th Battalion AMF took place at Dicky Beach, Caloundra in April-May 1939. Two field artillery brigades also camped on Battery Hill, Caloundra in September 1939 for live firing practice. War with Germany was declared in September 1939, and the 2nd Australian Imperial Force (AIF) was established to fight outside Australia. Both forces operated during World War II.

Major General Wynter, Northern Command presented a secret report on Queensland's defences to the Military Board in March 1940. His short-term recommendation was the continued enhancement of Fort Bribie, and in the long-term the emplacement of heavy guns at Caloundra to cover the North-west Channel. Construction of fortifications on Bribie Island had begun in 1939 and were part of the Fortress Brisbane network designed to protect Moreton Bay. Located on the northern end of the island, Fort Bribie had two 6-inch guns in concrete emplacements, mine control huts and a camp for personnel. A windmill at Bulcock Beach provided fresh water by pipe to Bribie Island. Construction of Fort Bribie continued into 1942. The militia camp at Caloundra took place again in April 1940, running for three months. Field artillery units were given priority. 11th Field Artillery were training at Caloundra in June 1940. The guns were fired from Battery Hill where the Observation Post was set up.¹⁵⁹

The entry of Japan into the war in December 1941 and the arrival of American forces in Brisbane weeks later, sharpened focus on the defence of mainland Australia. The rapid movement of the Japanese forces through the Netherlands East Indies south towards Australian territory increased the prospect of an enemy landing on Australian soil. The Australian government recalled its fighting forces from the Middle East, against the wishes of the British, to bolster the defence of the country.

Caloundra, in particular, played an important role in the defence of south-east Queensland. An underwater telephone line was constructed from the Bribie Island fortifications to Caloundra Telephone Exchange. That in turn was connected to the Coast Artillery Fire Command (CAFC) HQ which was established at the Caloundra State School. This HQ was responsible for directing fire at hostile naval forces attempting to force the north-west passage entry to the Brisbane River and the significant military, naval and air force facilities based in the capital city. The CAFC HQ remained at Caloundra

¹⁵⁸ Bill Casey, *Home on the Range: Queensland Rifle Association 1861-2011*

¹⁵⁹ Stan Tutt, *Sunshine Coast Heritage*

until August 1944 when it moved to Bribie Island. Personnel of the Australian Women's Army Service worked in the HQ and were barracked in houses along Burgess Street and other locations. When the Caloundra State School was requisitioned as military headquarters the children were given reduced school hours in the nearby Scout den. Shelters were dug and air raid drills became common. Civilian populations suffered blackouts from 1941, and food, clothes and petrol were rationed.

The Chermside-based 7th Infantry Brigade Group, an AMF brigade, was given initial responsibility for preparing defences north of Brisbane, including beach defences at Caloundra. It had three militia battalions, the 9th, 25th, & 61st rotating through all its assigned tasks, and while in the Council area its Head Quarters were in North Arm. The 9th Battalion were stationed in Caloundra from the end of 1941 to May 1942, the 25th was also at Caloundra in March 1942 and had moved to Eumundi by April. 9th Battalion sited 3-inch mortars to cover Kings, Shelly, Moffat and Dicky Beaches. Machine guns were emplaced on Kings Beach, and all beaches thought likely enemy landing places were strung with barbed wire. The 61st Battalion was stationed at Yandina, and the 15th Battalion at Beerburrum. The 7th Infantry Brigade moved to Townsville at the end of May 1942 and on to Milne Bay in Papua in July. Detachments of the NSW-raised 7th Australian Garrison Battalion, AMF also provided security at fixed defences at Bribie Island and vulnerable locations at Caloundra until 1943. The Garrison Battalion personnel were usually World War I veterans aged between 48 and 55 who had joined the militia but were too old for a normal militia unit.

The Volunteer Defence Corps (VDC), a nationwide home guard force had been established in July 1940. It was comprised of World War I veterans and others in protected occupations. About 600 civilian males joined the 6th (Queensland) Battalion on the North Coast. The 6th Battalion was broken into six companies at Yandina, Nambour-Eumundi, Palmwoods-Montville, Buderim-Maroochydore, Maleny-Caloundra, and a mounted company at Mt Kilcoy-Kureelipa. The VDC also operated Coast Observation Post Nos 8 and 9 at Point Cartwright and Point Arkwright respectively, thirty of their members on full time duty from December 1941 to August 1943. The VDC companies would expect to fight in isolation though they might join with militia or regular forces if necessary. Their role was to harass an enemy landing force and deny them access to any infrastructure. 6th Battalion was charged with collecting all civilian boats at Caloundra, Maroochy and Mooloolah Rivers and Coolum Beach and either destroy or redistribute them. They were also trained in demolitions, and all bridges, rail yards, railway tunnels, electrical sub-stations, oil depots, radar stations and the Moreton Sugar Mill were to be blown up ahead of advancing Japanese forces. The final task for the 6th Bn VDC was to defend or destroy the Landsborough -Maleny road and deny the enemy access through any passes over the Range, preventing any link from the coast to the Inland Defence Road. Associated Voluntary Aid Detachments consisting of female civilians were set up in Nambour to provide medical assistance to the armed forces. Local evacuation committees liaised with the VDC, militia and regular Army commands and drew up plans to evacuate civilians away from the coast if an enemy landing was effected.¹⁶⁰

From May 1942, as the military situation in New Guinea worsened and an attack on Australia appeared more likely, the militia units on the North Coast were reinforced by the 7th Australian Division which had been recently withdrawn from the Middle East. The 7th Division's role was to prevent an enemy force from advancing from the north and its forces were stationed around Kilcoy, Caboolture, Nambour, Maroochydore and Caloundra. The Division was expected to defeat an enemy coastal landing within its area, or if necessary to be prepared to link with other forces and operate north-east of Murgon.

The 21st Brigade of the 7th Division moved to Queensland in May 1942 and established its operational area, its southern boundary being a line roughly from Kilcoy, Landsborough to Caboolture. It commenced construction of fixed defences at Nambour, Yandina and Caloundra. A four-phase plan was immediately drawn up for the defence of the coast from Bribie Island to Coolum Beach. In phase

¹⁶⁰ NAA: AA1979/574, FOLDER 1.

one the coast from Mt Coolum to Bribie Island was to be defended, and at Yandina on the Bruce Highway. In phase two the Australian forces would withdraw to Nambour and Buderim, but remain in place at Caloundra, which had to be defended for as long as the Bribie Island Fortress held. In stage three the Mooloolah River crossing on the Bruce highway and the North Coast Railway crossing on the same river were to be held. Caloundra was to continue to be held. In the final stage the Australian forces would retreat to the highway at Landsborough-Glass House Mountains and Bald Knob, and deny the enemy access to the Landsborough Maleny Road.

To achieve this plan Australian Brigade Headquarters was established at Woombye, the 2/14th Battalion at Yandina, the 2/16th at Buderim and Maroochydore and later Eudlo, the 2/27th at Landsborough and Caloundra, the 2/6th Field Ambulance at Nambour, later at Landsborough and Palmwoods, and No 4 Company and the 131st General Transport Company of the Australian Army Service Corps were around Landsborough. The 2/31st Infantry Battalion was also at Beerburrum between May and July 1942. Water was supplied to many of the camps from the Kolara Park lagoon. Some of the Independent (Commando) companies were located near Kiel's Mountain, and others such as the 2/7th Independent Company were near Mount Ninderry. The 2/3rd and 2/8th Independent Companies camped at the Yandina showgrounds. The 2/6th Field Company was at Forest Glen. The 2/14th also worked at roadbuilding, creating an 8km military road (Brandenburg Rd), from Mooloolah to Bald Knob. This road was said to have been constructed to serve as an escape route from Caloundra to Bald Knob should that have proved necessary. 2/4th Field Regiment was located in Nambour and Kulangoor, making use of the Caloundra artillery range, and additional ones built at Kawana and Mount Coolum. As an example of the activities undertaken by the Brigade, the 2/14th Battalion conducted beach patrols from Coolum to Mudjimba and the 2/16th also in their area. The Battalions dug in weapons pits in the Nambour and Eumundi defensive areas, and conducted exercises, and also trained elements of militia battalions assigned to them.

Caloundra was declared a defence area early in 1942 and most residents were forced to leave. Those that remained lived through total blackouts at night during the early war years. All the holiday homes and guest houses remained vacant. A portion of Farlow's corner shop was turned into a machine-gun post, with a permanent guard stationed there. The Royal Australian Artillery 555 light Anti-Aircraft battery was also stationed at Dicky Beach. Besides the coastal defence HQ, other important installations were constructed at Caloundra. From September 1940 the Royal Australian Navy had operated a Port War Signal Station (PWSS) from 'Buena Vista', a house on Canberra Terrace, Caloundra. In 1942 the Navy built a new three storey reinforced concrete structure, RAN Station 1 Caloundra PWSS on Wickham Point. Personnel of the Women's Royal Australian Navy worked at the PWSS and lived in Memorial Lane. The RAN also had a hospital at Wickham Point. 'Buena Vista' became a Coast Artillery Fortress Observation Post. The US Navy and Royal Navy elements also occupied buildings in Caloundra.

Around July 1942, 1st Platoon 699th Signal Aircraft Warning Company, part of the US Army's 565th Signal Aircraft Warning Battalion, established a radar station at Caloundra. Three radar installations are believed to have been deployed, likely mobile SRC-270 units with each unit in four trucks. The unit HQ was in a house requisitioned from the Prentice family on the corner of Arthur and Maltman Streets. The 699th also operated a radar training school for US Army personnel. It deployed to New Guinea later in the war. It appears to have been replaced by the Royal Australian Air Force (RAAF) Radar Station 51, which commenced operation at Caloundra in February 1943. It was operated by RAAF and Women's Royal Australian Air Force (WRAAF) personnel, and linked to 8th Fighter Sector in Brisbane. It remained at Caloundra until January 1945.

When the Japanese were halted and turned back in New Guinea around July 1942, the latter part of Major General Wynter's plan to emplace heavy guns at Caloundra became obsolete. Militia units of the Victorian 4th Brigade AMF performed garrison duties in Caloundra and Maroochydore between August 1942 and February 1943, replacing the 7th Brigade. The 4th Brigade included the 29th/46th, 22nd, and 37th Battalions. The 29/46th were apparently camped on the southern side of Caloundra

Rd, near the intersection with the Bruce Highway. B Company 29/46th was in Landsborough in June 1942 for 10 weeks. The 22nd Battalion camped at Alexandra Headland.

Elements of the 3rd Division AIF replaced the 7th Division AIF and were based in the region from July 1942 to February 1943, before moving onto New Guinea. The 2/4th Armoured Regiment also trained at Caloundra or near the artillery range during 1943. It was part of the Manumbah-based 3rd Armoured Division, later the 4th Armoured Brigade. From late 1942 for a period of perhaps 12 months, much of what is now called the Sunshine Coast was used as a short term exercise area for Australian and American troops bound for New Guinea and places beyond. After 1943 the military uses dropped off rapidly and only Caloundra and Bribie Island saw a continued presence until the war's end. Elsewhere the Australian Women's Land Army had a camp on Buderim during 1943, where personnel were involved in picking beans, pineapples and coffee to aid the war effort.¹⁶¹

The 55th US Navy Construction Battalion ran a sawmill in the Yandina area from 1943. This Battalion arrived in March 1943 to construct US Naval facilities and its demand for timber was significant. It likely operated the sawmill until the end of 1944. The US forces also made use of Caloundra as a rest camp, and Strathallen Guest House was occupied by the US Red Cross. Initially it was used as a temporary hospital for Filipino soldiers and other refugees. American Red Cross nurses and a US Army doctor looked after the facility.



Figure 88: 'Buena Vista' observation post, Caloundra c1944 (Sunshine Coast Council Library).

¹⁶¹ Courier Mail, 5 June 1943



Figure 89: World War II RAN signal tower at Wickham Point, Caloundra, c1970 (Sunshine Coast Library).

Defending the country, commemorating significant events - War Memorials

Since the Boer War of 1899-1902, Australians have commemorated their war dead by building public memorials. Up until the Vietnam War the bodies of Australian service personnel who died overseas were rarely returned to Australia. Public memorials then became the only place that offered a tangible connection with those who had died in war. They are much valued places even a century or more after they were built. War memorials can take a variety of forms including plaques, war trophies, guns, honour boards, parks, gates, single trees, or avenues of trees, halls, obelisks, statues and cemeteries to name just a few. In some cases communities decided to construct public buildings or facilities as fitting reminders to those who died.

There are many war memorials on the Sunshine Coast, including those at Beerburrum, Beerwah, Buderim, Caloundra, Coolum, Eudlo, Eumundi, Glasshouse Mountains, Kawana, Kenilworth, Landsborough, Maleny, Mapleton, Maroochydore, Montville, Mooloolah, Mudjimba, Nambour, Palmwoods, Woombye, and Yandina. At Wickham Point a memorial plaque records the torpedoing of a hospital ship, 'Centaur', off Cape Moreton in 1943.



Figure 90: ANZAC Day service at Yandina War Memorial 1940s (Sunshine Coast Council Library)

Policing and maintaining law and order

Policing the community has been a function of government since the introduction of British law to the first Australian colony. The earliest police force to operate within the current Sunshine Coast were the Native Mounted Police detachments based at Sandgate near Brisbane and at Yabba Creek on the upper Mary River. Established by the NSW Government both were active during the 1850s, however their role was largely to protect the interests of Europeans rather than police their activities, and the indigenous population suffered as a result. The Queensland Government began policing the colony from its formation in 1859. By 1864 it had established a single police force to maintain order across the colony. The opening of the Mary River gold field at Gympie in 1868 saw the introduction of foot and mounted police into that region. A policeman was stationed in the Maroochie district from 1869 after the holding up of the Gympie-Brisbane mail coach early in January of that year. The constable patrolled the Yandina – Cobb's Camp (Woombye) - Maroochie area for a time. For a time there was a station at Yandina though it closed as the town lost its prominence in the late 1890s.

Constables were usually sent into the fledgling towns at the request of their inhabitants and in most cases the town was of reasonable size. In addition to the prevention or detection of crime, police also administered a diverse range of interactions between the population and government, including acting as clerks of petty session, registrars of births deaths and marriages, inspectors of slaughter houses, inspectors of brands, and even crown land rangers, court bailiffs, and the issuing of licences.

Plans were made to establish a permanent station at Cobb's Camp (Woombye) from at least 1870 though it was not until 1874 that land was purchased for a station and 115 acres set aside for a Police Paddock. The Woombye police station closed in 1897, the same year one opened in Nambour. Stations were built at Landsborough around 1889, Eumundi 1906, Caloundra 1911, Palmwoods 1913 Maroochydore 1914, Maleny 1917, Kenilworth 1940, Mooloolaba 1956, Buderim 1959 and Coolumb in 1970s.

2.8 Creating social and cultural institutions

Organisations and societies, sport and recreation - Life saving

For local MLA Frank Nicklin, the volunteer ethos behind surf life saving 'was without doubt the greatest voluntary effort in the Commonwealth.' It was 1952 and he was opening the first club house of the North Caloundra Surf Life Saving Club (later the Dicky Beach Surf Life Saving Club). While life saving received some support from local and state government, everything else from funding equipment, mounting patrols, administration and building club houses, was done by volunteers. The first life saving club on the North Coast was formed in 1916, and by 1952 there were seven clubs, all members of the North Coast Branch Surf Life Saving Association. In the half century since then surf life saving on the Sunshine Coast has matured.

The beginning of surf life saving in Queensland owes much to another organisation, The Royal Life Saving Society (RLSS). The Queensland Branch of that organisation was formed in 1905, and it was that organisation which was approached by the Nambour Progress Association in 1915 to place a life-saving reel on the beach at Maroochydore. A number of Brisbane RLSS members arrived at Cotton Tree on Christmas Eve 1915 with a reel and the intention to train local residents in the life saving techniques.¹⁶² The beach at Cotton Tree could attract up to 2000 campers over Christmas or Easter. The Maroochydore Branch of the RLSS had two teams of men who had undergone some instruction on Maroochydore Beach by 2 January 1916, and some undertook the first rescue the same day. The RLSS certified all life saving training. By 1918 qualified members of the RLSS were patrolling the beaches at Maroochydore, Caloundra and Coolum over the Christmas holidays.

The former Maroochy Shire Council purchased a reel for Coolum Beach in 1919 in time for the Easter holidays, and Coast members of the RLSS provided demonstrations of its use. The reel was initially placed in the care of the Coolum Swimming Club, whose interest waned until around 1922 when the Coolum Life Saving Club became active. Buderim and Woombye residents who were frequent visitors to the beaches and new town of Mooloolaba, were behind the formation of the Mooloolah River Sports Club in 1919. With the assistance from the RLSS this became the Mooloolaba Life Saving Club in 1923. The Alexandra Headland Life Saving Club was formed in mid-1924 when the majority of the Woombye members left the Mooloolaba Club to set up their own organisation. Lifesavers travelled from Woombye each weekend to staff their station. Women's teams were formed at Alexandra Headland and Mooloolaba as early as 1929.

A Bli Bli Branch of the RLSS had been formed in 1916 and was known as the Bli Bli Life Saving Club. Other branches were formed at Nambour, Woombye and Yandina. The Maroochydore Branch of the RLSS which had lapsed was reborn as the Maroochy Life Saving Club in 1922 bolstered by members from Bli Bli. The Metropolitan Life Saving Club was initially an RLSS club established in Brisbane at the Ithaca Baths, and its members regularly drove to the coast to mount patrols at Kings Beach. A Clubhouse and casualty room were opened at Caloundra in 1934. It is now known as Metropolitan-Caloundra Surf Life Saving Club, or Mets.

Dicky Beach, like many other Sunshine Coast beaches had no regular lifesaving patrols prior to 1950. The Metropolitan Caloundra SLSC at Kings Beach extended its patrols to Dicky Beach during the Easter and Christmas-New Year holidays. Fundraising for the North Caloundra Surf Life Saving Club commenced in early 1947, and construction of the clubhouse by voluntary labour began in 1948.¹⁶³ It later became the Dicky Beach Surf Life Saving Club. The Ithaca Life Saving Club started in 1954 as an RLSS club for men. Traditionally RLSS were open to both sexes. Like the Metropolitan LSC its members trained at the Ithaca pool in Brisbane, and the two clubs travelled together between Brisbane and the

¹⁶² Daily Standard, 30 December 1915

¹⁶³ Nambour Chronicle, 11 June 1948

coast. The club patrolled Bulcock Beach and in 1982 became the Ithaca-Bulcock Beach Life Saving Club, and is known now as the Ithaca-Caloundra City Life Saving Club.

The formation of a branch of the Surf Life Saving Association of Australia (SLSAA) at Coolangatta in 1925 was a precursor to a major change in life saving on the Queensland coast. In the latter years of the 1920s the SLSAA and the RLSS competed for influence with Queensland life saving clubs. Finally in 1930 the two organisations agreed to affiliate, the SLSAA agreeing to adopt the RLSS still-water life saving methods and the RLSS adopting the SLSAA's surf life saving methods. While this was generally a good move for life-saving, the SLSAA's refusal to allow women to train in the surf was bitterly resented by the existing Sunshine Coast women's teams, effectively relegating them to still-water rescues. This retrograde policy lasted almost half a century.



Figure 91: Alexandra Headland Surf Life Saving Club members, 1930s (Sunshine Coast Library).



Figure 92: Alexandra Headland Surf Life Saving Club Boat Crew in the surf, c1970 (Sunshine Coast Library).

2.9 Educating Queenslanders

As the towns and settlements of the Sunshine Coast developed through the 19th and 20th centuries it was largely the responsibility of the Department of Public Instruction (1875-1957) to develop schools and provide their students with an acceptable literacy standard. The Department was given a limited budget for education and found it difficult to supply an adequate number of teachers during the 19th century. Most qualified teachers were brought in from Britain however numbers were never sufficient. The pupil-teacher system (essentially a student raised to the level of being able to impart instructions to other students, with on-the-job training) was implemented, and until it was phased out in the 1930s was the main method of recruiting local primary school teachers. The standard of teachers could vary considerably, and this only changed after the first teacher training college was opened in 1914. The basis of the early Queensland education system was on developing what is now considered the traditional reading, writing and arithmetic skills.

Many of the schools set up across the Council area were initially Provisional Schools, where the minimum student attendance was less than 30. It was only after reaching that number that a school could be granted the status of State School. State Schools could attract better teachers and thus were usually of a higher standard. In 1909 the Department lowered its minimum requirement of 30 students to 12, reversing the majority provisional schools had held.

By the 1890s agriculture and domestic economy were being introduced in schools, and with major changes in 1905 'the value of subjects was increasingly assessed in terms of their everyday usefulness, and 'learning by doing' was stressed.' Emphasis on manual training and agriculture for boys increased, while girls were instructed in home management and sewing. This system remained in place in the Queensland education system well into the 1970s.¹⁶⁴

State-run educational facilities within the Council area usually followed close on the heels of settlement. Schools were opened in Buderim, Landsborough and Nambour in the 1870s; in Woombye, Beerwah, Palmwoods, and Yandina in the 1880s; and Peachester, Witta, Eumundi, Mooloolah, Montville, Eudlo, Maleny North, Caloundra and Mapleton in the 1890s. Kenilworth and Bli Bli were in the following decade and Glass House Mountains, Conondale, Maleny, Coolum in the 1910s; Maroochydore and Flaxton in the 1920s, and Mooloolaba in 1933. St Joseph's Primary School in Nambour was the first church school, built in 1925. Although secondary schooling was available from around 1912 there were not many schools built in Queensland for many decades. Secondary schools were slow to evolve on the Sunshine Coast. Nambour was first in 1953; Maroochydore 1964; Caloundra 1967; Coolum 1985; Maleny 1987; and Beerwah in 1992. In recent years the number of non-denominational and church schools has increased substantially on the Sunshine Coast.

The Sunshine Coast University College was founded at Sippy Downs, in 1994. The college achieved full university status in 1998.

¹⁶⁴ <http://education.qld.gov.au/library/edhistory/state/brief/>



Figure 93: Caloundra Primary School, 1945 (Sunshine Coast Library).



Figure 94: Grade 2 Mapleton State School pupils, 1920s (Sunshine Coast Library).

2.10 Providing health and welfare services

During the nineteenth century Hospital Committees were formed by local residents to finance the cost of local hospitals. Population and prosperity often determined the provision of this service. Hospitals at Brisbane (1825) and Gympie (1879) served all the region until the end of World War I.

Some communities in Queensland constructed memorial hospitals after the 1914-18 war. On the Sunshine Coast it was the residents of Maleny who funded a hospital as a memorial to local men who served during the war. Consideration of the project began in 1916, and the hospital opened in 1920, the first in the Council area. The Beerburrum District Hospital followed in 1922, but closed in 1931. The Hospitals Act of 1923 enabled greater funding of hospitals by the State government and the creation of regional hospital boards. The Brisbane and South Coast Hospital Board encompassed an area from

Nambour to Coolangatta. The Maroochy District Hospital was opened at Nambour in 1925. A private hospital operated at Caloundra in the late 1930s, After World War II a former Naval building was used as a private hospital there during the mid-1950s.

During the 19th century, lying-in hospitals, earlier versions of maternity hospitals, were established in only a few regional centres of Queensland. Brisbane was the closest. Private maternity hospitals or nursing homes, usually staffed or owned by a midwife, gave women an option from the traditional homebirth. They became more popular in the early years of the 20th century, but the rate of infant mortality was still increasing. The Queensland Government introduced the Maternity Act of 1922 establishing a program for maternity wards and infant welfare clinics across the state. A maternity ward was erected in Maleny (1923) and Nambour (1925) and the facility was updated in Nambour in 1960.¹⁶⁵

Ambulance services spread out to regional areas after the establishment of the City Ambulance Transport Brigade in Brisbane in 1893. Branches and sub-centres were formed outside the capital, prompting the name-change to Queensland Ambulance Transport Brigade in 1902. The Brigade was self-supporting with many volunteers and a small number of paid employees.

Nambour achieved an honorary ambulance service at the end of 1899, however it was only active until 1902. A stretcher was provided at Palmwoods railway station in 1914, and a new honorary ambulance service established. An attempt to affiliate it with the QATB in 1915 was unsuccessful, though the service continued. In 1922 the service came under the control of the QATB, and a residence and garage were acquired. A new centre was built in Nambour in 1927 and again in 1958.

An honorary QATB centre was organised in Buderim in 1917 however it had closed by 1919. An honorary centre commenced in Yandina in 1920. Ambulance kit or stretchers were also provided during the 1920s at various places, including Eumundi, North Arm, Buderim, Bli Bli and Obi Obi. In the 1930s honorary QATB centres were created during holidays seasons with the Life Saving Clubs at Coolum, Maroochydore, Alexandra Headlands and Mooloolaba. A QATB sub-centre was finally opened in Maroochydore in 1959, and a new building erected in 1961. Sub-centres were opened at Coolum in 1978 and Buderim in 1981.

An honorary ambulance centre was established in Caloundra in 1933, operating from a tent during the Easter and Christmas holidays. Land was acquired in 1938 and the Caloundra ambulance centre was opened in 1939. A sub-centre was opened at Kings Beach in 1953. A new centre was opened at Kings Beach in 1971, and extensions were made in 1978. A sub-centre was opened at Kawana in 1985. A new ambulance centre was built on the Caloundra hospital reserve and opened in 1991.

The need for an ambulance for the Range towns was recognised as early as 1904 and fund-raising enabled a litter and stretchers to be provided at Wootha, North Maleny and Teutoberg (Witta). An honorary QATB centre was established in Maleny in 1916, and land for a centre purchased in 1918. Landsborough had an honorary ambulance centre from 1915, becoming a sub-centre in 1923, and self-governing in 1927. Maleny became a sub-centre of Landsborough at that time. The Landsborough centre ran into difficulties and closed in 1932 as it was unable to afford paid staff. Stretchers were left at the Mooloolah and Beerwah railway stations to enable some semblance of aid to the injured.¹⁶⁶ Maleny became a self-governing centre in 1942.¹⁶⁷

The Ambulance Services Act of 1967 restructured the QATB, and additional changes were made in 1986 following a review. Major changes occurred in 1991 when the Queensland Ambulance Service was formed, amalgamating all independent centres under a single, funded, state-wide body.

¹⁶⁵ Thom Blake, Health buildings in Queensland: an historical overview

¹⁶⁶ Stan Tutt, Sunshine Coast Heritage

¹⁶⁷ Ernest Bradley, History of the Queensland Ambulance

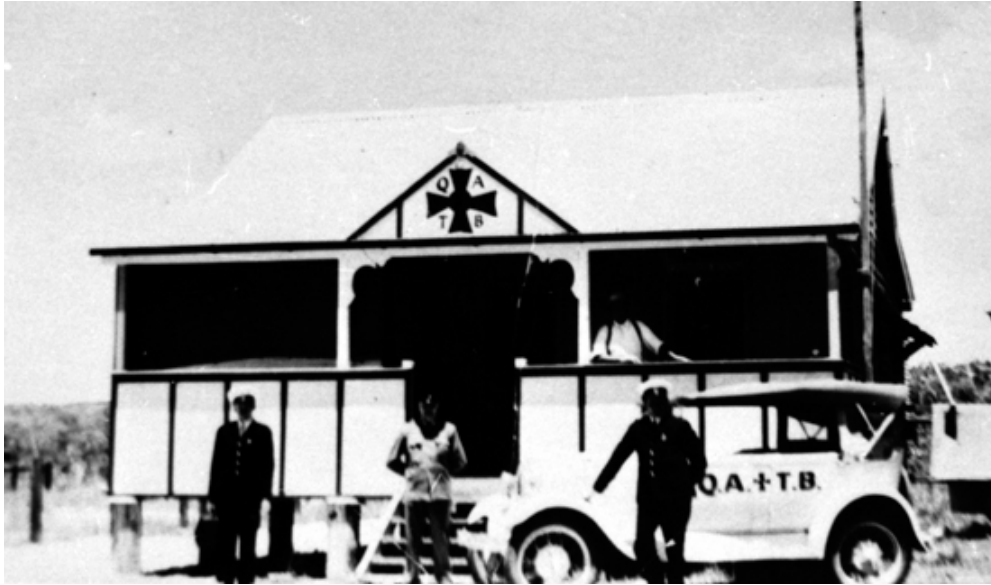


Figure 95: Maroochydore Sub-Centre of the QATB, c1937 (Sunshine Coast Library).



Figure 96: Section of the Nambour Hospital, c1958 (Centre for the Government of Queensland).

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