

Whitsunday Family History Group Inc

“BRANCHING OUT”

July 2024



Proserpine Community Centre
36 Gardenia Street, Proserpine Qld 4800

Email: wfhg@qld.chariot.net.au

COMMITTEE MEMBERS

President	Leah Davis	0438 451 880
Vice-President	Barbara Uhe	0466 982 072
Secretary	Pat Mengel	07 4945 1500
Minute Secretary	Barbara Uhe	0466 982 072
Treasurer	Howard Barnett	07 4947 1623
Librarian	Linda Thorogood	07 4945 4995
Journal Editor	Leah Davis	0438 451 880

LIBRARY HOURS

Thursday and Saturday 10.00 am to 2.00 pm & Tuesday 4.00 pm to 7.00 pm

MEETINGS

Discussion group at WFHG Library at Proserpine Community Centre, 2nd Saturday each month at 9.30 am

MEMBERSHIP FEES – per year

Joining Fee \$10, plus Basic Fee \$40 single, \$70 family. Upgrade to Gold \$35 for unlimited use of library and all printouts. Basic members to pay 50¢ per hour for use of library & 20¢ for A4 printouts and copies.

OBJECTIVES

1. To foster and promote the study, practice and preservation of genealogy, heraldry, topography, history, biography, heredity and of family and local history and allied subjects.
2. To foster a spirit of friendliness and co-operation and to give assistance to members through mutual sharing of information and techniques.

PRESIDENT’S REPORT

Here we are at the end of July already and winter is well on its way, even in the ‘tropical north’. We seem to have had weeks of cold weather which is a little unusual for us. Winter usually hits us with a few really cold days, then back to normal comfortable cold days.

Our group has been busy fundraising this year. Many thanks to those who have contributed and bought and sold raffle tickets. We have another Bunnings Sausage Sizzle coming up in August. Funds from this are an important part of fundraising for the group, so thank you to all who are able to help.

The Proserpine Community Centre is now connected to the NBN, so hopefully our internet connection will be more reliable for our members doing their research at the Library. Members are able to access lots of sites to further their research and share their ‘finds’ with other members.

Our monthly discussion group is a good way to meet up with most of our members and discuss their recent discoveries, sharing some research tips and often a good family story.

Until next issue - Leah Davis, President.

PROSERPINE

An Historical Review and Current Development

Compiled by T.H. FARR

Issued by Proserpine Shire Council

July, 1967

*Continued from March
See below for comments re March edition*

SHIRE OF PROSERPINE - EARLY HISTORY

Town of Proserpine

A. Schumacher built a bush pub at the Beehive (now Renwicks' home). A.J. Cotton established a butcher shop on Greenwood's farm opposite the Beehive with Jack Osborne in charge. Luxmore Bros. established a store, and had the building erected with a circular cone shaped roof of thatch which gave it the name and appearance of a beehive.

Surveyor Fred Wallace subdivided the Shire and earned the title of 'architect of Proserpine'.

The building of the town coincided with that of the mill. J. Jupp and Son erected a small place (now from J. Maltby's to Commercial Bank) which served as a residence, store and post office. F. Meinzer erected a temporary bakery behind Gillespie's drapery. Beehive Hotel has shifted to where the Proserpine Hotel now stands. Schumacher obtained another license and erected the Palace Hotel. T. Simpson built the Great Northern Hotel, now the Metropole Hotel, and was the first publican to serve drinks in town. Campbell, a sugar chemist, built a small store on Faust's Corner. J. Osborne set up as a butcher. The Police Station was on its present site with a tent for residence and Constable Taska in charge.

Wrong-doers (chiefly drunks) were chained to a log down at the big fig tree which still stands. On one occasion, three drunks awakened to find a log attached to them. By a herculean effort, they managed to carry the primitive lock-up over to the hotel opposite where a very alarmed and excited policeman located them later, sitting on the hotel floor still attached to the log plus pots of beer in their hands. W. Wilson started a public stables and the mail coaches to Bowen. G. Gould started as a blacksmith, and later a store where Faust's hardware shop is now. Preston erected a barber shop, H. Hewitt had a small saddler's shop. A small residence and orchard occupied land from Grimstone's Mercery to Prince of Wales corner. At this period of Proserpine history, there was a total of 16 shops, hotels and houses in 1902. There was no Shire Council, Chemist, Hospital, Ambulance, Doctor, Railway, Court House,

Bank, Dentist, Auctioneer or Commission Agent, but there was a Farmers' Association, a Show Committee and a Cricket Club.

Around 1903-04, the establishment of Proserpine's first newspaper commenced. This was the 'Guardian', started by Mr R.A. Field, whose premises were situated where Grimstone's Mercery now stands.

By 1905, the district was beginning to make good progress. With the rapid expansion in 1905-08, John Compton, who represented Proserpine on the Wangaratta Shire, began to agitate for the separation of Proserpine as a Shire of its own. Before this, Proserpine was part of the Wangaratta Shire. On the 22nd January 1910 the Shire of Proserpine was proclaimed and first meeting of councillors was held in the 'Alexander Hall' on the 23rd March, 1910. John Compton was installed as the Chairman.

On 21st June 1910, the first train ran from Bowen to Proserpine.

Two men who helped to shape the destiny of the new town were Messrs Joe and Charlie Faust, who commenced business in 1910. During the passing years, they were ready to extend a helping hand to the farming community.

Between 1913 and 1918 a rather large-scale Chinese settlement took place in the Proserpine district when a syndicate leased one hundred acres at Lethebrook for the purpose of growing bananas. Marketing difficulties and finally the destructive cyclone of 1918, which flattened all the banana trees, drove them away, leaving only the name Banana Pocket to mark the scene of their endeavours. This was the last of such Chinese settlements in Queensland.

Whitsunday Islands and Tourist Resorts

Now let's move over to the most exciting section of our district, that area embracing the Cumberland Group of islands and including the famous Island Resorts adjacent to the Whitsunday Passage.

In this region of a length of 128 miles are found 74 separate islands. Each of them has its own distinctive attractiveness, either in colour, rock formation, or the type of flora existing on it. They have rugged grandeur of their own, and most of them are clothed with Hoop Pine trees, while others have large areas of grassland, such as Dent Island, South Molle, Hamilton and Lindeman Islands.

Each and every one of those islands, even down to the small outcrops of rock known locally as 'Plum Puddings' have enough charm, variety and interest to fill the mind of an average person.

The islands are steeped in history, as is evident by some of the names applied to the area, viz. Repulse Bay, Whitsunday Passage, both reminiscent of Captain Cook's voyage. Take a look at the Sir James Smith Group, where Cook seem to have gone imaginative in his naming (Blacksmith, Hammer, Anvil, etc.) of the islands.

The islands have a link with the early settlement of Bowen, which was the first port established in Queensland outside of Brisbane in the 1860's, and made to serve the pastoral development taking place in the Burdekin and Gulf. All of the pine used for building construction at Bowen came from the Islands, mainly from Hook and Whitsunday Islands, where, in Cid Harbour on the latter, a sawmill was established by Cunningham and Withnall. Logs were cut and shot into the water from the steep slopes, and then pulled around by barge to the Mill. The remains of the Mill are still visible, also their dam construction in a gully nearby.

Their configuration disposition and geological structure suggests that most are drowned mountains, now forming 'continental island', i.e. a submergence has taken place in the distant past of part of the coastline, leaving the tops of the mountain range exposed above the sea. The depth of the Whitsunday Passage averages about 125 feet, but at some places close to the islands, the depth of the sea reaches 264 feet.

There was no attempt to capture any part of the tourist trade to these islands until Christmas 1927 when Lindeman Island brought a party of about ten people from the south. Following that venture, other islanders saw the opportunities that they could provide for an ideal holiday, and gave thought to the use of the islands for this purpose, other than for sheep and cattle grazing in which they were then engaged.

The great awakening, if you term it that, came 4 or 5 years later with Hayman and South Molle in 1932, Palm Bay on Long Island and Daydream on West Molle in 1933, and Happy Bay on Long Island in 1934. Boyd Lee also opened a resort on Grassy Island, and the MacPherson family established Gloucester Park, but both these resorts were mainly patronized from Bowen. Grassy Island has since closed down, but the MacPherson family continue theirs in Sinclair Bay. Nearby, at Dingo Beach in the offshore reefs, is a conchologist's paradise. This area is visited by some prominent people in this field, despite the bad state of the road, which is probably one reason for the reefs not being denuded of their prizes altogether.

Now, these resorts were not of the high standard you find today. Most commenced with one main building and grass huts, and timber and iron clad cabins amongst the coconut trees, and they changed hands many times over the years before large capital came in after the war, and commenced to provide amenities of the order now enjoyed. Private capital of well over £3,000,000 has been poured into the development of these resorts, which employ a total permanent staff of 320, with a daily accommodation of 1000 guests.

Reg Brooks purchased the Palm Bay Resort in the year 1949, a few weeks after his neighbor Henry Mountney moved into Happy Bay, and both resorts are now very attractive in their layout. Palm Bay was recently acquired by Parlor Cars Pty Ltd.

South Molle has been in the Bauer family since 1932, when they purchased the lease from Henry G. Lamond, who held the lease from 1927. Lindeman Island has been owned by the Nicholson family since 1923.

During the war, all of the resorts closed down, and were under caretaker management. It is interesting to note that at Cid Harbour, in Whitsunday Island, several destroyers damaged in the Coral Sea Battle sought haven, and effected repairs.

It was at Cid Harbour that the commencement of a marine observatory, similar to that at Green Island near Cairns was made, but a recent decision by the promoters transferred the site to Black Island or 'Bali Hai' just in front of the Hayman Resort. Further moves are in the offing for this enterprise, including a possible site on Hook Island.

The Great Barrier Reef Promotional Council is currently examining a possibility of purchasing a submarine from Switzerland to examine the wonders of the Reef.

What of Hayman now, with its big development by Ansett. It is undeniable that without this company the development of facilities for tourist traffic, such as bitumen surfaced aerodrome with modern terminal and other transport facilities, would not be present today.

Ansett's interest in Daydream and Hayman were shown at the same time in the years 1948-49. Capital was invested at Daydream, with improvements to the main building and the resort continued two or three years, but it was at Hayman that future planning was evident. The reason why Ansett abandoned Daydream in favour of Hayman was their own policy making decision. Some have said it was lack of space, its proximity to South Molle, and water difficulties, but it was certainly clear that they were not avoiding water problems at Hayman. However, by taking advantage of a natural catchment in the hillside at the back of the resort, and an expenditure of £50,000 on a concrete reservoir holding 10 ½ million gallons, some of their fresh water problems have been solved.

Access to these resorts was over a gravelled road to Cannonvale and up to 1934, when the general development of the resorts commenced; and by dinghy from either Cannonvale Beach or Shingley Beach to waiting launches. In 1934, the Main Roads Department constructed at Cannonvale a stone pitched jetty, topped with a concrete walk. This proved satisfactory, except at low tide, and when it later suffered damage the Council in 1947 constructed a wooden jetty at Cannonvale at a cost of £8,000. The site selected was at Abell Point, less than a mile east of the old stone jetty. This necessitated edging the road access a little farther along the foreshore towards the township of Airlie.

Tragedy struck on the 1st April, 1958 when a surprise cyclone originating near Hayman Island severely damaged Bowen and partially destroyed the Jetty at Abell

Point. Repairs were rapidly effected, but, within twelve months Cyclone 'Connie' again wrecked the jetty, and positive moves then followed for Shute Harbour to be opened up. A 5 ½ mile bitumen road was constructed from Airlie to Shute Bay, and a concrete jetty constructed both at a total cost of £280,000 and completed and opened in December 1961.

Shute Harbour

Now, what of the Shute Harbour development. Prior to 1958, Shute Harbour as a stepping off place to the Island Resorts was just a dream. It was certainly a sanctuary for the resort vessels and other small craft during cyclonic disturbances and rough northerly weather, when they scurried there for safe anchorage, but without road access entailing 5 ½ miles in length over a jungle covered mountain range, it remained a dream until severe cyclonic damage to the Abell Point Jetty caused the Government to open this area up to protect the large Island investment.

As soon as road access was provided to the Harbour, the interest and demand for building sites was fantastic. Visitors from north to Townsville and south to Adelaide were seeking land for purposes of residential, business, hotel/motel, caravan park, youth camp, boat sheds and slipways, so attractive is the area, and so evident is the potential.

Fifty-five allotments have been sold at Shute Harbour since the first sale in October, 1965. Allotments will be serviced by bitumen roads and command fantastic seascapes to the Whitsunday Islands.

The name of 'Shutehaven' has been selected for this new area.

SHUTE HARBOUR

*Round the last graceful curve and bend of scenic road
And there it is*

*Magnificent, this sweeping and refreshing view
Of haunting lochlike beauty. Here on canvas broad,
White drifting clouds across pale sky, sea cobalt blue,
The muted shades of islands seeming far from care,
White boats on white topped wavelets in safe anchorage,
And discord miles away, for peace is ev'rywhere.
It is, we say in such a place as this, good to be here,
At miracle of dawn or silv'ry night, no matter when,
May we emerge from our sarcophagus of fear,
It stifled by the world, and breathe again.*

*Be saved from blindness, unawareness. Wise enough to pause
Before a masterpiece. Where stress of life recedes and faith shines more –
We tribute pay – not to impersonal cosmic power not mere first cause –*

*Great Artist! We behold, consider, rest awhile, and thank you Thee for
A scene like this.*

EDITH ELDERSHAW

Coastal Attractions

There has been an awareness in recent years that our coastal area has also attractive feature of its own, which have a strong appeal to visitors. This realization has probably been fostered by the increasing number of caravaners and road travelers who, with better roads and bridges, find that a 17 hour journey from Brisbane to Proserpine is quite normal. These people have been most outspoken in their praise of the beauty of the Coast with its relaxing and varied attractions, so much so, that planning has provided that tourists will be able to enjoy their holidays in this area by

1. Making Airlie, Cannonvale or Shutehaven their base.
2. Daily cruises to Island Resorts.
3. Regular fishing trips by launch on regular days or by charter.
4. Hire of dinghies with or without outboard motors for fishing amongst coral reefs and islands in the harbour, or coral viewing in the magnificent coral gardens within rowing distance of the jetty.
5. Travel by a 26 passenger Helicopter from Proserpine Airport to Airlie Helipad to Hayman Island.
6. Walking tracks through Conway National Park Jungle. Flocks of Torres Strait pigeons at Christmas vacation time daily cross from the islands, where they nest an night, to the National Park to feed on figs and berries. Scrub hens and turkeys, currawongs, whip birds, parrots, pheasants, wrens, pigeons – all fill the air with their calls. The Park is of course accessible from the shore line by small boat across the bay from the Jetty, and on alighting, one is confronted with tall jungle trees festooned with ferns such crow's foot, Elkhorn, Staghorn and Tassel.
7. Lookouts where the photographer can be given every scope for his talents. One such lookout, on top of Mt. Rooper, 739 feet high, which rises in a long spur from the jetty, is reached by a graded track. This lookout commands a magnificent view of the Whitsunday Passage and all the islands, and a brass dial will be erected, showing the direction and name of each.

Caravan parks, both private and municipal, with car minding facilities for those who desire overnight or a lengthy stay at one of the Island Resorts, are available at Cannonvale, Airlie and Shutehaven.

Fishing enthusiasts will also find the Conway and Wilson Beach areas at the mouth of the Proserpine River able to satisfy their wishes.

Coral Coast

This new title for a unique North Queensland Tourist Area is certain to catch on and become world famous. The title is applied to the 70 miles of island-studded, coral-fringed coastline from Cape Conway, fifteen miles south of Proserpine to Cape Edgecumbe, on which Bowen is located, and includes the rain forest and jungle clad hills of the Conway National Park, beautiful Shute Harbour (port for the Whitsunday Islands) and the lovely hill fringed coves and lochlike bays of Airlie, Mandalay and Cannonvale.

The degree of turbidity and salinity of the coastal waters appears to be a vital factor in the growth of coral and this length of coastline is fortunate in not having any large river systems discharging into the sea to disturb the clarity or saline content of the water. Coral is most active and coral gardens, more delicate than those found on the Great Barrier Reef, are easily accessible in Shute Harbour and at places along the entire length of the Coral Coast.

Mandalay Coral Gardens at Airlie feature this attraction as well as Wallaces' Coral Art at Dent Island and Armstrong's Coral Display at Cannonvale.

Continued next issue.

The reprint of Tom Farr's History of Proserpine (from March issue) has some errors:

"The original station (some portion of which is now known as Goorganga) was known as Bromby Park c1883, taken up by F. Bode. A.J. Cotton married Annie Bode and took over Bromby Park in 1893-94. Bromby Park was then divided into three separate stations – Goorganga, Bonaventure and Neotsfield. E.G. Lascelles was not in the original Bromby Park. He acquired Goorganga Station c1907. He died in 1938 and his son E.H. Lascelles took over. In later years this was purchased by the Cox family. Portion 222 from Proserpine railway corner to Glen Isla was selected by R. Biggs in 1873." (Information from 'The story of Proserpine' by Mavis McClements – written in 1973.)

Also the story about John Compton and his brother Bill is not really correct, but has appeared in print many times.

They were dropped at Cannon Valley Beach in 1884 – and were supposedly scared by tales of the wildlife, so begged to go back on the boat that they came down on to build a house for O'Connell.

They must have stayed at Cannon Valley for some time. In the Compton family possessions are two paintings done in 1910 by ex Mt Marlow school teacher Miss Bullock, who boarded with the John Compton family at Mt Julian. One painting is of the Compton beach home at Cannon Valley (now known as Cannonvale). This painting was restored in Townsville. When the back of the painting was exposed in John Compton's writing was the words "This was built in 1884". So the Compton brothers must have stayed long enough to build a small dwelling – probably just a shack. By 1908 the building had been extended and made comfortable to house John and Sarah Compton's young family for a holiday home.

Submitted by Ailsa Reinke, granddaughter of John Compton

STORIES

Submitted by Barbara Uhe

We've all spent hours, days, weeks, years looking for ancestors, even dreaming about what to do next.

Difference between a genealogist and a family historian -

Genealogist - Dictionary definition:-

Ancestry

Blood line

Descent

Family Tree

Lineage

Pedigree

Family Historian - Gathers all of the information a genealogist but adds flesh to the Bones

Why did your ancestors do what they did?

Where did they live, and why?

Why did they move from locality to locality or from country to country?

What occupations they had?

Did they speak another language?

What religion were they?

What was happening at the time -

Scotland Highland Clearances

Irish Famine

Wars – Civil Uprisings

Gold – Silver

Transported – Convicts

What was there level of education

Could they read or write

Religious persecution

What was their life like – Depression – Illness

Your story –

Where were your parents living when you were born

Where are you in your family – 1st, 2nd, 3rd, last.

Where did you go to school – how did you get to school

What was your school like

Where did you meet your husband

Married where and did you have a reception, if so, where

Your wedding dress, what was it like and where did you get it

Where did you live when you were first married

What jobs have you had, where and why

(I put this in because a long time ago I attended a workshop titled why you work and some of the reasons were – only job you could get – the money was good – it was a stepping stone – the hours suited – got you out of the house – the location suited)

And there are probably more reasons why we worked where we did and why.

These are some of the things that tell the story of your ancestors, and don't forget yourself.

Document your story now.

PROSERPINE GUARDIAN	-	AS TIME ROLLS BY	-	1958
<u>Friday, January 3</u>	-	Bulk Terminal:	Sugar receiving rate at the Mackay bulk terminal is to be increased to enable the terminal to receive sugar from Proserpine next season, in addition to sugar from the seven Mackay mills. Proserpine sugar will increase the intake by 450 tons a day.	
Playground Facilities: The Shire Council is moving to have playground facilities installed at the Rest Room in Mill Street and also at the library in Main Street. These moves are welcomed as centres for children at public parks are sadly lacking in Proserpine.				
Resort Development: Mr Lloyd Roberts, Member for Whitsunday, announced long range plans by Barrier Reef island resort properties to develop the area. These include an aerodrome at Hayman Island, to cost £1 million; an extension at South Molle to cost £600,000 and a £30,000 hotel at Palm Bay.				
Shute Road: Mr Roberts also claimed the building of a road to Shute Harbour now is 'much more than a possibility.' The proposal is to construct a five mile toll road, from Airlie Beach to the harbour.				
Welcome Rain: The best New Year gift the district could hope for was the drought breaking rain which fell yesterday and this morning. Good rain was recorded in most areas, Conway topping with 185 points. Farmers were becoming alarmed at the continued drought. Rainfall for 1957 was only 5409 points, the lowest since 1952 when only 4190 points were recorded.				
<u>Friday, January 10</u>	-	Small Petrol Cut:	Although motor fuel prices in Mackay were cut by 5d a gallon on Monday, the price in Proserpine went down by only 3 ½ d. the price reductions were brought about by the removal of the 5 d surcharge per gallon by the Caltex company on the bulk terminal and had no bearing on the freight difference. So, why the difference in the price Cut? Standard fuel in Proserpine now costs 4/1 per gallon.	
Mill Overhaul: Overhauling mill machinery in preparation for the 1958 crushing will begin on January 15. About 200 men will be employed for this work. In addition there will be the installation of the bulk handling equipment for the retailing of sugar to the bulk terminal at Mackay.				

Drome Closed: During the heavy rain last Sunday the cross strip at the airport was closed. With cross winds blowing strongly the plane carrying our newspapers was unable to land and it overflew the airport. The papers returned, on another plane.

Friday, January 24 - **Water Reticulation:** Laying of pipes for water reticulation in Proserpine is nearing conclusion. The Council is waiting for the delivery of 6ins mains, to complete the supply to the upper end of Faust Street. Service connection to houses is well up to schedule.

Hottest Day: Proserpine experienced its hottest day on record on Wednesday, when the thermometer at the mill registered 103 degrees. Previous highest was 101, on October 12, 1955. Private thermometers rose as high as 107 degrees. On Sunday a hail storm at Airlie Beach spread a white blanket over a large area as 2 ½ inches of rain fell.

Beach School: On a motion by Mr S.O. Newberry, it was decided to write to the Education Department asking for a school to be built at Cannonvale Beach. Mr Newberry stressed the long distance school children now have to travel to the inland school.

Friday, January 31 - **Parking Area:** A move which will be welcomed by the citizens of Proserpine is the provision of a parking area, by the Shire Council. The area they have in mind is the rear of the Prince of Wales Hotel and advice received from the owners, Samuel Allen & Sons, Pty. Ltd., is to the effect they would be prepared to make the land available, subject to certain conditions. The Council's engineer has been instructed to inspect the area and submit an estimate of the cost of levelling the area.

Heavy Rain: Over four inches of rain fell in Proserpine this week and it looks as though the wet season has set in. Families holidaying at the beaches are getting back to town without delay and boat owners at Cannonvale were pulling small boats well above high water mark yesterday, as high rollers were crashing in on the beach.

Kindergarten: Mrs Melvin wishes to advise that Kindergarten will commence at the Oddfellows Hall, on Monday, 3rd February, 1958.

Bottled Milk: Members of the public are notified that Proserpine Milk Distributors will be issuing bottled pasteurized milk next month, February. Customers are asked to purchase their initial supply of bottles from the depot at their earliest convenience. S. McDowall, Proprietor.

Friday, February 14 - **Shute Prospects Encouraging:** Proserpine organisations pressing for the claims of Shute Harbour as a possible port, have been encouraged by the latest word from the Member for Whitsunday, Mr Lloyd Roberts. Following a visit by a large party of Parliamentarians late last year, Mr A.G. Muller, Minister of Public Lands, has told Mr Roberts he has authorized a more complete survey, with the object of designing a road from Cannonvale to Shute Harbour and a design for building blocks which may be available in that area.

Cannonvale Notes: A bus load of people from Cannonvale and houses along the road to Proserpine were disappointed on Saturday night when they found the bus could not

cross the flooded Proserpine River bridge. Eventually the driver, Mr Bob Filby, drove back along the road to the Foxdale corner, from where the keen picture goers walked along the main railway line and across the river into town.

Friday, February 21 - **Controlled Water:** Speaking at this week's meeting of the Chamber of Commerce, Mr Harry Muller said controlled water was an important factor in the future of Proserpine. "There is a natural site on the Proserpine River that, when dammed, could harness a great body of water for every need", he said. Mr Mueller added that water even could be run out to Shute Harbour when this is established.

Flood Rains: Heavy rain has flooded the area over the last week, Proserpine recording 19 inches and 16 points. Outside areas are cut off with water high over roads. Elaroo has been hard hit, with 35 inches of rain falling between Monday and yesterday. Mr Don Kinnear reports the O'Connell bridge in that area has been washed 200 yards downstream and residents will be marooned for days.

New Launch: Angus MacPherson, proprietor of Gloucester Park, now has his new tourist launch in the water. It is a 30 ft sharpie vessel with a 10 ft 6 in beam and is powered by a 58 h.p. Parsons Diesel engine and can carry 20 passengers.

Friday, February 28 - **Press for New Bridge:** The Council should press for the construction of a new bridge, to replace the old Shepherd's Bridge across the Proserpine River. This was urged by the Shire Engineer, Mr Aberdeen, at Wednesday's Council Meeting. During the last month Mr J.R. Dickson, bridge engineer for the Department of Main Roads and the District Engineer, Mr N.J. Ullman, inspected the main bridges in the Shire.

Dingo Allotments: The Council has been advised by the Land Administration Board that land required for seaside allotments at Dingo Beach, would have to be excised from Dryander Pastoral Holding held by Mr W.A. Deicke, under lease expiring 30th June, 1966. On a motion by Crs. H. Rowe and A.C. Turner, it was decided to approach Mr Deicke to give consideration to agreeing to surrender a suitable area on the beach and the road leading to the same, in view of the popular demand for allotments at this beach.

Ironside Building: One of the biggest building projects in Main Street, the Ironside Building, is nearing completion. Built at a cost of over £30,000, the building includes the Eldorado Theatre, three shops on the ground floor and an ultra modern flat over two of the shops. Mr and Mrs W.J. Ironside expect to move into the upstairs flat shortly. The new theatre will hold more than 800 people when completed.

NOTICE: I hereby notify the public that no access roads exist through my property, Dryander Holding. Trespassers will be prosecuted. W.A. DEICKE.

Cane Harvester: Mr Jim Simpson, Dittmer, announces he has almost completed the construction of a one row cane harvester, which even small farmers will be able to afford. He hopes to get some implement manufacturers to build a few of his machines in time for the 1958 season.