Name: *Triumph in the Tropics, 1959*

**Section name:** Part Two, Chapter XX, Extending the Ever-Widening Pastoral Frontier

**Pages:** 239–249

**Printing Notes (Adobe Acrobat):** For best results “Page Scaling” should be set to “Fit to Printable Area”. “Auto Rotate and Center” should also be checked.

CHAPTER XX

EXTENDING THE EVER-WIDENING PASTORAL FRONTIER

Quantity: Quality: and Versatility

The occupation of the Darling Downs, the Logan and Albert areas, the Upper Brisbane Valley, the Burnett and Wide Bay hinterland was followed by rapid extension north and west.

In the Maranoa district, settlers immediately followed the tracks of Mitchell to Mt. Abundance and to Fitzroy Downs.

THE MARANOA AREA

The first to inspect this area were Thomas Archer and Chauvel in 1847, but they returned after spending one day there. A second trip was made by Thomas Archer and Blythe; Archer subsequently chose another project; Blythe, however, returned and took up Blythesdale, only to abandon it because of depredations by aboriginals.

The first actual settler was Allan Macpherson who arrived in October 1847. Beside a waterhole on Muckadilla Creek (also Upper Coogoon River) he erected the buildings and yards of his head station, which he called Mount Abundance.

On 4 April 1848 Ludwig Leichhardt wrote from that address the last letter received from him; and it is thought he and his party were murdered a few days later on the Muckadilla.

The station was officially held by Allan and William Macpherson, and it was divided into two parts, the Muckadilla area being occupied by sheep and the Bungeworgorai area by cattle.

(The aboriginals throughout the area were exceedingly hostile, and it is recorded that seven men were murdered by them at Mount Abundance during two years' occupation.)

Towards the end of 1849 Allan Macpherson removed the sheep, and left it as a cattle station, whilst he returned to Scotland where he remained till 1857.

Thomas Hall, from the Hunter River district, New South Wales, had, by the end of 1847, formed Yambougal cattle station at the present site of Surat. In the latter part of 1848 James Alexander Blythe established Tingun Station on what was then called Tingun Creek, but is now named Blythe's Creek. This station was also abandoned because of aboriginal attacks.

The official list of persons, published in the New South Wales
Government Gazette, who had obtained licences to depasture stock beyond the limits of location for the year ending 30 June 1848, includes W. C. Wentworth and also W. Ogilvie, Culpa, both on the Balonne River; and Robert Fitzgerald, who had a lease on the east bank of the Balonne River, called Nassau Burgurrah.

The Maranoa Pastoral District was created by a Gazette notice on 7 November 1848, and John Henry Durbin was appointed Land Commissioner.

In early 1849, the stations to the east of Mount Abundance were John Dangar's station on Tchanning Creek; Edwards' station, Binbian; and Blythe and Chauvel's station, Tierreyboo, situated near the present town of Condamine.

Gideon S. Lang arrived in 1850, and in May of that year was granted a lease which, four years later, became Wallumbilla station. Lang also applied for a number of leases along the lower Bungil Creek, and on Tchanning Creek. Matthew Goggs applied for a group of four leases, two of which occupied the land which is now the Parish of Roma, within which the present town of Roma is situated.

T. S. Hall, of "Yambougal," occupied the leases which became Noorindoo and Weribone stations; Joseph Fleming took up the leases which became Talavera, all adjacent to Surat.

Mount Abundance station, the first in the district, changed hands in 1857 when Mr. Stephenson returned to Australia and disposed of his pastoral interests. The new owner was Stephen Spencer, who arrived on the property on 11 June 1858 with cattle. This family is amongst the best-known in the Maranoa district, and his daughter Mary, Mrs. McManus, wrote a valuable booklet: "Reminiscences of the Maranoa District."

Wallumbilla station was formed in 1854, and in 1856 it was owned by W. P. Gordon, who, at that time also held Tingum Station. Three years later, John Christian of the Hunter River district, bought Tingum and sent his nephew Henry Cardell there as a partner. Cardell renamed Tingum Creek, Blythe's Creek, and the homestead "Blythsdale" after the original owner. Christian also purchased "Euthulla" and took another nephew, W. Bassett, as partner in that property.

WARREGO DISTRICT

Meanwhile, settlement spread westward into the Warrego district, and within a few years of Separation from New South Wales it was rapidly occupied.

Landsborough, on his overland trip from Burketown, in June 1862 found that Ridley Williams was already well established on Congoola Station, thirty-five miles north of the present town of Cunnamulla.

Augathella was taken up by James Norman in July 1863, and in January of the same year Henry Missing had selected Biddenham. In 1865 the well-known property of Murweh was occupied by R. Walker, who disposed of it, in 1868 to William Beit, of Westbrook, Darling Downs. In 1865, also Ellangowan was occupied by F. J. Forbes. Claverton Downs was selected by Messrs. Geary and Bigge about 1866.

According to Mary McManus ("Reminiscences of the Maranoa District") Gowrie station was selected by Solomon Wiseman for Messrs. Flood and Gordon, who had previously formed Mitchell Downs. Gowrie was a fine property with frontages to the Warrego and Ward Rivers. Langlo Downs, on the Langlo River (then called Elizabeth Creek), was occupied about 1863 by two young brothers, Frederick and Edwin Donkin.

Further south in the Warrego district, J. W. Collop in January 1862 acquired Thurulgunnia (now Thurulgoonia); William McKenzie in December 1863 selected Thurulgunnia North, and in January 1864 John Rutherford secured Thurulgunnia South.

Out of these properties, and with the acquisition of country as far west as Eulo on the Paroo River, the millionaire James Tyson formed the famous station Tinnenburra. It has been claimed that the shearing shed at Tinnenburra, with its 120 stands, was the largest in the world.

THE CHANNEL COUNTRY

In the Far South-west District, also called the Channel Country, there is an atmosphere which is not found elsewhere in Queensland. The river channels, which bring precious water and rich silt from as far away as Kynuna and Burketown; the deep red sand-hills constantly shifting; the rapidity with which nature responds to the intermittent rain to provide luxuriant grasses in a short space of time; the still largely unfenced runs; combined with the self-reliance of the residents, all present a picture which is unique in Queensland and perhaps anywhere else.

The westward movement of pastoralists within Queensland was swelled by an invasion from the north-western districts of New South Wales, and also from South Australia.

Among the pastoralists who had acquired country in North-eastern South Australia in the late 1860's were the Lindsay and Howe families who owned Haddon Downs, near what is now called Haddon's Corner.

In the absence of any fence, marking the boundary between the two colonies, they had also taken up country in Queensland—Planet, north of "the corner," and Arrabury, east of longitude 141°. The reason was that all the watercourses in Queensland flowed over the border into South Australia, and the pastoralists travelled up the watercourses from the Haddon Downs property. Arrabury and Planet are to-day owned by the Arrabury Pastoral Co., composed mostly of members of the Lindsay, Howe and Debney families. Thus these are among the few holdings in Queensland held by descendants of the original owners.

In September 1866, Nockatunga East was occupied by Alexander Munro from Woooloomaringle, of the Culgoa district, New South Wales; Patrick Drinan of the same district took up Nockatunga West. The family associated with Nockatunga (Nocundra) in later years is that of Maddock Hughes. Another settler from New South Wales was L. D. Gordon, of Sydney, who occupied Conbar, Lubrina, etc., in May 1866.

Two families whose names are prominent in Western Queensland then came on the scene—the Costellos and Patrick Durack—relatives
by marriage. Michael Costello, of Goulburn, occupied Mobile in 1866, and Kyabba (Kyabra) in 1868. John Costello was at Monkira on the Diamantina River in October 1875. In later years, the fattest grass-fed bullock in Australia was produced at Monkira, weighing 2,021 lb. dressed weight—a tribute to the fattening qualities of the area!

Patrick Durack occupied Thylungra, Gullan, and Bowally in September 1867; Calsewy Downs, at the junction of the Thomson and Barcoo Rivers, was occupied by P. and J. Durack in 1873.

In the 1870's settlement was extended to Birdsville, where James Wentworth Keyes took up Rosebery and Chesterfield in 1878. These two properties (now known as The Bluff) are owned by C. E. Morton.

The McGregor family settled Durham Downs in 1869-70, stocking it immediately with sheep, this being the first station in the south-west to carry sheep. John Conrick left Deniliquin in 1870, driving before him a small but remarkably fine herd of Shorthorn cattle, and by the next year he had taken up Nappermerry (Nappermerry) on Coopers Creek. This station, near which Sturt weathered the drought in his trip to the extreme south-west corner of Queensland, is also the nearest to the depot established by the ill-fated Burke and Wills expedition.

William Campbell occupied Chastleton, now known as Barryuleb, at the junction of Cooper's Creek and the Wilson River, in 1872.

SETTLEMENT IN THE NORTH AND NORTH-WEST

Settlement north and north-west had gone on just as early, and as fast.

Shortly after Separation, Bowen (the harbour had been discovered by Captain H. D. Sinclair the year before) was proclaimed a town, and was the administrative and legal centre for the northward-moving squatters and their flocks and herds.

After the Canoona gold rush in 1858 and 1859 the tide of pastoral invasion swept north in twenty years as far as the Gulf and, indeed, Cape York. The route north followed by stock going out to occupy new country, went by Princhester, through Marlborough. There, one road turned to the west towards Peak Downs, and extended out to the interior, and the Barcoo, Thomson, and Alice Rivers. The northern road, however, led on to Broad Sound, where the formidable Connor's Range had to be crossed; this spur of the Main Range comes close in to the coast. After crossing this barrier, the first settlement in the south was Lotus Creek Station. From Lotus Creek the road led on to Fort Cooper Station. As early as 1863 Nebo Creek, west of Mackay, was made a recruiting centre, where stores could be obtained from Kemmis and Bovey. Passing along Funnel Creek, still going northwards, the head of the Bowen River was reached.

**John Graham Macdonald**

John Graham Macdonald was one of the select band of pioneer pastoralists of the North. In the 'fifties, Macdonald had a grazing property near Geelong, Victoria. In 1859 he struck out for North Queensland, making his way overland to Rockhampton with a mob of horses. Subsequently, he joined his brother, P. F. Macdonald, one of the earliest settlers on Peak Downs, in exploring the country at the headwaters of the Nogoa and Belyando Rivers in search of pastoral land; the result was the formation of Glenlee Station.

J. G. Macdonald was a leading member of the overland party, led by George Elphinstone Dalrymple, which travelled to Bowen in 1861. The Kennedy district had been declared open for pastoral occupation by the New South Wales Government on 17 November 1859—less than a month before Separation. Macdonald, a superb horseman, made many exploring trips from Bowen, covering the headwaters of the Einasleigh, Lynd, and Upper Burdekin Rivers. As a result of these trips, he took up a wide-spread pastoral kingdom that included the stations of Dalrymple, Inkerman, Strathbogie, Glenlee, Kirknie, and Leichhardt Downs. Later, in 1864, he established Carpentaria Downs (see later), on the Einasleigh River (then, and for some time afterwards, the most northerly station in Australia; it was from Carpentaria Downs in October 1864 that Frank and Alec Jardine set out on their great overland trek through the Peninsula, with a mob of cattle, to Somerset.)

In 1859, the year of Separation, the Burdekin River Exploration Party (led by George Elphinstone Dalrymple, and including Ernest Henry and Philip Sellheim) explored the Bowen and Burdekin Rivers, following the latter up to the Valley of Lagoons.

In 1861 all three explorers took up runs in the area they had explored. Sellheim, with Touissant, took up Strathmore and Sonoma on the Bowen, and stocked them from Canning Downs. Henry took up Mount McConnell on the Burdekin; and Dalrymple took the Valley of Lagoons on behalf of Walter and Charles Scott and himself. The next year Ernest and Arthur Henry took a herd of cattle from Rockhampton to Mount McConnell; these were the first cattle to arrive on the Upper Burdekin. The northernmost out-station in 1860-61 was that of W. Stenhouse, on the Clarke, a tributary of the Burdekin. Seventy miles nearer Bowen was Allingham Bros.' station. Before 1862 sheep stations on the Bowen River were stocked by Henning; and by Hillfling and Petersen, at Havilah.

**Captain John Mackay**

On 16 January 1860, Captain John Mackay left Armidale, New South Wales, with a party of seven men and twenty-eight horses, to explore the North of Queensland for cattle country. The party reached Rockhampton on 2 March, and then struggled for weeks over the rugged Broad Sound Range, having several encounters with hostile blacks before they emerged on the headwaters of the Isaac River. They followed the Isaac towards the Burdekin. Turning north-eastward, the party descended into the fertile valley of a new river which they named the Mackay, and traced it to the coast, marking trees along its course. On the return journey to Rockhampton, supplies failed and they suffered from "fever." A black boy, "Duke," died and Mackay became seriously ill.

The Bowen River country was soon occupied by runs and stock from the south, passing along the coast route that led by Rockhampton, Marlborough, and Nebo. The wave of occupation passed
on to the Burdekin River, causing a great demand for sheep and cattle for the purpose of stocking new country in the north and west. (It was this great northward movement of stock which led to the opening of Bowen as a port.)

On 26 July 1861, on a second trip, Mackay started again from Armidale, with 1,200 cattle, 50 horses, and two teams of bullocks. The stock travelled by way of Dalby to the Burnett and Dawson, passing Banana and Rannes, and thence reached Rockhampton on 27 October, where supplies which had been sent from Sydney awaited them. After surmounting many difficulties and obstacles, they arrived with the stock at the site selected for the head station on the Mackay River, on 11 January 1862. The name of Green Mount, was given to the station. The stock were turned loose on the well-grassed plains, and a station hut and yards were erected. After waiting months for the arrival of a ship from Rockhampton with supplies, it was learned that the vessel was at anchor below Cape Palmerston. She was brought up the river, now known as the Pioneer, four miles west of where the City of Mackay now stands, and the stores were unloaded on the south bank.

Balnagowan station was formed by Andrew Ross. Other cattle stations established in the Mackay district were Homebush on Sandy Creek, by John Walker; Hollow, by Rawson Bros., where the township of Mirani now stands; Hamilton by Martin Bros., and later Jolimont; and St. Helen's, Bloomsbury, and Busky Park.

Among the first-comers on the Burdekin were the Hanns. Joseph and Elizabeth Hann, with their three younger children, went to North Queensland from Victoria in 1861, and took up Bluff Downs. William, the eldest son, joined them soon afterwards.

In 1864 Joseph Hann was drowned in the Burdekin River and his wife died a few months later. Wm. Hann, who was then twenty-seven, took up Maryvale, on a branch of the Clarke River, adjoining Bluff Downs, in 1864. His brother, Frank, and Richard Daintree, Government Geologist in North Queensland, were his partners. (In 1871 the Hann Bros. sold Bluff Downs to A. W. D. White, and moved to Maryvale. The Hanns were the first to take wool to the new northern post of Cleveland Bay (Townsville), which had been founded in 1865.)

In 1863, some time after Rule and Lacy stocked the Aramac, Hodgson arrived on it with sheep and took up and stocked Rodney Downs, crossing the spinifex country from the Belyando to the Alice River. He lost about 6,000 sheep on this track by poison bush (Gastrolobium grandiflora). Meredith arrived in May 1863 and took up and stocked Tower Hill Station. In June 1863 the Thomson and Aramac Creek were in high flood; Rule and Lacy were flooded out of their first camp, and removed to the later site of Aramac Station. About July the head station was shifted up to Cornish Creek, taking the name of Bowen Downs with it.

In 1872 the cattle station was formed with a separate establishment under the management of E. R. Edkins, who called it Mount Cornish, in honour of E. B. Cornish of Sydney. (Palmer records that wages in those days were very high; stockmen got as much as 40/- a week and cooks 30/-.)
with cattle from the Clarence River, in New South Wales. Opposite Richmond Downs, across the Flinders River, Kennedy and Macdonald took up Cambridge Downs about the same time. All these runs on the Upper Flinders were first settled in 1864.

(The cattle that were brought from Bowen Downs to stock the runs taken up on the Gulf were brought to their northern starting point from Fort Cooper and further south during 1860 by Nat Buchanan and William Landsborough.)

FIRST ON THE FLINDERS

The first pioneer to stock country on the Flinders was James Gibson, who took up Prairie Run in 1861. He also stocked several runs in the neighbourhood and on the Clarke River. He started two lots of cattle from the Barwon (N.S.W.), one in charge of E. R. Edkins, later of Mount Cornish, the other mob in charge of George Sautelle, later of Byrmin Station, near Cloncurry. These cattle passed Goondiwindi, through the Downs country, by Yandilla, to the Dawson, by Rockhampton, and then by Fort Cooper and Bowen on to the Clarke River. Edward Palmer says that these were the first runs taken up in the Burke pastoral district.

In “Early Days in North Queensland” he mentions that the main stock route northward ultimately followed the Bowen River settlements, crossing Pelican Creek, a tributary of the Bowen, through Sonoma run, then to the Bogie, and across to the Burdekin River, following up that stream to the Clarke and Lynd Rivers. Stations were formed to the right and left of the main routes; other overlanders moved onward, refusing to be satisfied with anything but the best country for their stock. One route turned on the Bowen River to the west and crossed the Sutter River above Mount McConnell, near the junction of the Cape River that came in from the westward. This stock track soon became a main road because of the traffic which was carried on from the newly opened port of Bowen to the western settlements, even to Bowen Downs.

(Between January and March 1864, Dalrymple and party discovered a practicable dray road from the coast at Rockingham Bay to Cardwell, on the shores of Port Hinchinbrook in Rockingham Bay, became the second seaport of Far North Queensland; it was only 75 miles distant from the lagoons, while Port Denison, at Bowen, the first port of shipment, was upwards of 300 miles.)

NORTH-WEST TO THE GULF

In August 1864, J. G. Macdonald (see page 243) set out from his home at Adelaide Point, Bowen, with two white men, a black boy, and seventeen horses, for Carpentaria Downs, and from there explored thousands of square miles, as far west as the Gregory River. The journey of some four months took him near the sites of the future towns of Croydon and Normanton; and the Gregory River was traced down to the future site of Burketown, on the Gulf of Carpentaria.

The trip to the Gregory was accomplished in the remarkably short time of forty-four days. On behalf of a syndicate comprising Sir John Robertson, Sir Alexander Stuart, Captain Robert Towns, and himself, he took up the great belt of country which Lieut. Stokes had named the “Plains of Promise.” The Gregory was followed north to a few miles below its junction with the Nicholson River, where a depot was established. Including the Plains of Promise, 1,000,000 acres were taken up, and the entire region later became stations, among them Floraville, on the Leichhardt, Beames Brook, and Gregory Downs.

As a result of Macdonald’s 1864 trip, the first store was established on the Albert in the same year; this was the beginning of the Burketown settlement. (One of Macdonald’s greatest riding feats was in 1867, from Bowen to Burketown, a distance of 1,530 miles, which he covered in twenty-eight days, over some of the toughest and wildest country in Australia.)

Meanwhile, Kellet and Spry took a mob of sheep up the Cape River and formed Nat’s Downs Station. By this route many of the early settlers in the Far West travelled their stock during 1864-65. (The blacks were aggressive on Natal Downs, and Palmer records that as many as eighteen shepherds were killed at various out-stations in the first few years of settlement there.)

Early in 1864, Kirk and Sutherland, travelling from Suttor Creek, passed Bowen Downs en route to the Flinders. (The first white man killed by blacks on the Thomson was one of Kirk and Sutherland’s shepherds; he was killed on Duckpond Creek, a tributary of Cornish Creek.) Kirk and Sutherland reached the Flinders about April and occupied and stocked Marathon. J. L. Rankin occupied Alston Downs, but was “dried out” the following year and lost many sheep when he had to move them lower down the Flinders. In March 1864, Meredith, of Tower Hill, formed Eversleigh Station on the east side of Landsborough Creek and stocked it with cattle. About September 1864, Bowen Downs despatched 1,500 head of cattle in charge of Donald McGlashen—to the Gulf of Carpentaria. These cattle travelled up the Landsborough, crossed the watershed on to Walker’s Creek, followed it down to the Flinders, and down that river, thence down the Alexandra to the Leichhardt and across by Miller’s Water-hole to Beame’s Brook, where the first station was formed, about sixteen miles above where Burketown now stands; they arrived there before the end of 1864, and were the first stock to occupy the Gulf country.

Donor’s Hills Station was settled by the Brodie Bros., who came from Murrurundi, in New South Wales, early in 1865. They travelled by Bowen River and along the Cape River route, and took up the country about the junction of the Cloncurry and the Flinders Rivers, near some isolated limestone hills, which were named Donor’s Hills. Among the last wave of pioneers was Atticus Tooth, who brought cattle from the Broken River, near Bowen, and took up Seaward Downs on the lower Cloncurry; the stock belonged to the Bowen firm of Seaward, Marsh and Co. It later became part of Conobie run, taken up by Palmer and Shewning (who brought sheep and cattle from Pelican Creek in 1864.) The cattle were driven from Eureka, in the Wide Bay District, by Edward Palmer, one of the firm who from that time lived on the station. (Palmer was the author of “Early Days in North Queensland;” from which much of the data on the history of stations in the North and North-west has been obtained.) The stock followed
the route up the Cape River, and were detained in the desert at "Billy Webb's Lake, nearly two months waiting for rain to take them through. After the usual vicissitudes of travelling stock down from the Flinders, and searching for country all round the Gulf, it was decided to occupy Conobie, where the Dugald, Corella, and Cloncurry Rivers form a junction. The sheep were placed on the run in May 1865. One of the partners, W. Shewning, died about a year afterwards from the effects of the "Gulf fever" (subtertian malaria); several of the men also died.

Supplies to Conobie were carried from Port Denison by bullock dray, but the first wool was shipped for Sydney from the new port of Burketown.

Croydon Downs in the Gulf Country, was taken up in 1881 by William Browne; he named the station after Croydon, his birthplace in England. Browne later discovered gold, leading to the proclamation of the goldfield on 18 January 1866.

Among the first in the new country on the Flinders were Little and Hetzer, who took up Uralla, near the junction of the Saxby and Flinders Rivers. Their stock, consisting of cattle and sheep, came by Bowen Downs to the head of the Flinders. The blacks were troublesome at the station and several lives were lost. Thomas Earle, one of the Earle Brothers, who had a station near Bowen, took up country on Spear Creek, the head of the Norman River, in 1865; the station was called Ifley. The splendid waterhole at Ifley, more than two miles long and very deep, decided the Earles to stop there with their cattle and drays. Other settlers came from all the settled parts of Australia. H. F. Smith, of Barnes and Smith, brought cattle from Lyndhurst and took up a run on the Lower Flinders, called Tempe Downs, on "L" Creek (so called from a tree marked "L" by Leichhardt when on his expedition to Port Essington, 1844-45). In 1865 James Kennedy took stock from Cambridge Downs, and held a fine run on the Upper Leichhardt River; this was Pentland Downs. In the same year, James Cassidy occupied country lower down on the same river with sheep.

All the country bordering on the Gulf suitable for grazing purposes was portioned out and occupied between 1864 and 1868.

IN THE ClONCURRY AREA

Fort Constantine was occupied by Roger Sheaffe in 1867, having at that time an area of approximately 1,200 square miles, with its southerly point about the position of the present town of Cloncurry. Sheaffe established a small pastoral empire, occupying Devoncourt at the head of the Wills River, in 1874, and, in partnership with Thomas Hungerford, Chatsworth on the Burke River. The same partners held Stanbrook on Suleiman Creek, a tributary of the Burke, and Strathfield on the Mackinlay River.

Mount Merlin, on the Mort River, was developed by John Collins and Son a few years later, and this property was held by them until 1945. This family with W. D. White also acquired Strathfield and Chatsworth stations.

Stanbrook, another station owned by Sheaffe, was absorbed into Buckingham Downs Station which was taken up by Alexander Kennedy in 1877. Kennedy, in partnership with Ernest Henry, secured Calton Hills in 1881, later owners of this property being Sir Robert Philp and Sons. Alexander Kennedy also acquired Bushy Park and Devoncourt. (Alexander Kennedy was a remarkable man who lived to the age of ninety-nine years. He was a close friend of Sir Fergus McMaster, of QANTAS, and was the first passenger carried by this air service. His story has been told in "Taming the North" by Hudson Fysh. See also Chapter XVI, page 187 and Chapter XXIV, page 310.

Winton District

The three stations upon which Winton was centred were Vindex, taken up on 15 October 1873 by J. F. Barry; Elderslie on 24 July 1873 by Wm. Forsayth; and Oondooroo on 18 March 1875 by E. Bloomfield and J. Nisbet.

NORTHMOST QUEENSLAND

By 1873 cattle herds were on the way to Cape York Peninsula. First of the pioneers to take up a cattle run on the Mitchell River was A. C. Grant, who left the Bowen River with 300 fat cattle from Havilah Station for Skene and Henderson, and in 1873 took up Wrotham Park, between the Mitchell and Walsh Rivers, on Elizabeth Creek, 120 miles N.N.E. from Georgetown. (To-day Wrotham Park is one of the best and largest privately owned properties in North Queensland; Walter Lawrence is part owner.) Next to take up pastoral country on the Mitchell water was Edward Palmer, who, in conjunction with John Stevenson and Walter Reid, stocked Gamboola in 1879.

When the Palmer goldfield was opened, the farthest out-station stocked on the overland route was Mount Surprise, on Junction Creek, held by the Firths; this was more than 200 miles from the diggings by the nearest practicable road. The road was opened by drovers, carriers, and miners; it crossed the Tate, the Walsh, and the Mitchell Rivers, and went up the Palmer River through some of the roughest country in North Queensland. When Cooktown was opened as a port in 1881, later owners of this property being Sir Robert Philp and Sons. Alexander Kennedy also acquired Bushy Park and Devoncourt.

(Alexander Kennedy was a remarkable man who lived to the age of ninety-nine years. He was a close friend of Sir Fergus McMaster, of QANTAS, and was the first passenger carried by this air service. His story has been told in "Taming the North" by Hudson Fysh. See also Chapter XVI, page 187 and Chapter XXIV, page 310.

Winton District

The three stations upon which Winton was centred were Vindex, taken up on 15 October 1873 by J. F. Barry; Elderslie on 24 July 1873 by Wm. Forsayth; and Oondooroo on 18 March 1875 by E. Bloomfield and J. Nisbet.

NORTHMOST QUEENSLAND

By 1873 cattle herds were on the way to Cape York Peninsula. First of the pioneers to take up a cattle run on the Mitchell River was A. C. Grant, who left the Bowen River with 300 fat cattle from Havilah Station for Skene and Henderson, and in 1873 took up Wrotham Park, between the Mitchell and Walsh Rivers, on Elizabeth Creek, 120 miles N.N.E. from Georgetown. (To-day Wrotham Park is one of the best and largest privately owned properties in North Queensland; Walter Lawrence is part owner.) Next to take up pastoral country on the Mitchell water was Edward Palmer, who, in conjunction with John Stevenson and Walter Reid, stocked Gamboola in 1879.

When the Palmer goldfield was opened, the farthest out-station stocked on the overland route was Mount Surprise, on Junction Creek, held by the Firths; this was more than 200 miles from the diggings by the nearest practicable road. The road was opened by drovers, carriers, and miners; it crossed the Tate, the Walsh, and the Mitchell Rivers, and went up the Palmer River through some of the roughest country in North Queensland. When Cooktown was opened as a port in 1881, later owners of this property being Sir Robert Philp and Sons. Alexander Kennedy also acquired Bushy Park and Devoncourt.

(Alexander Kennedy was a remarkable man who lived to the age of ninety-nine years. He was a close friend of Sir Fergus McMaster, of QANTAS, and was the first passenger carried by this air service. His story has been told in "Taming the North" by Hudson Fysh. See also Chapter XVI, page 187 and Chapter XXIV, page 310.

Winton District

The three stations upon which Winton was centred were Vindex, taken up on 15 October 1873 by J. F. Barry; Elderslie on 24 July 1873 by Wm. Forsayth; and Oondooroo on 18 March 1875 by E. Bloomfield and J. Nisbet.

NORTHMOST QUEENSLAND

By 1873 cattle herds were on the way to Cape York Peninsula. First of the pioneers to take up a cattle run on the Mitchell River was A. C. Grant, who left the Bowen River with 300 fat cattle from Havilah Station for Skene and Henderson, and in 1873 took up Wrotham Park, between the Mitchell and Walsh Rivers, on Elizabeth Creek, 120 miles N.N.E. from Georgetown. (To-day Wrotham Park is one of the best and largest privately owned properties in North Queensland; Walter Lawrence is part owner.) Next to take up pastoral country on the Mitchell water was Edward Palmer, who, in conjunction with John Stevenson and Walter Reid, stocked Gamboola in 1879.

When the Palmer goldfield was opened, the farthest out-station stocked on the overland route was Mount Surprise, on Junction Creek, held by the Firths; this was more than 200 miles from the diggings by the nearest practicable road. The road was opened by drovers, carriers, and miners; it crossed the Tate, the Walsh, and the Mitchell Rivers, and went up the Palmer River through some of the roughest country in North Queensland. When Cooktown was opened as a port in 1881, later owners of this property being Sir Robert Philp and Sons. Alexander Kennedy also acquired Bushy Park and Devoncourt.

(Alexander Kennedy was a remarkable man who lived to the age of ninety-nine years. He was a close friend of Sir Fergus McMaster, of QANTAS, and was the first passenger carried by this air service. His story has been told in "Taming the North" by Hudson Fysh. See also Chapter XVI, page 187 and Chapter XXIV, page 310.

Winton District

The three stations upon which Winton was centred were Vindex, taken up on 15 October 1873 by J. F. Barry; Elderslie on 24 July 1873 by Wm. Forsayth; and Oondooroo on 18 March 1875 by E. Bloomfield and J. Nisbet.

NORTHMOST QUEENSLAND

By 1873 cattle herds were on the way to Cape York Peninsula. First of the pioneers to take up a cattle run on the Mitchell River was A. C. Grant, who left the Bowen River with 300 fat cattle from Havilah Station for Skene and Henderson, and in 1873 took up Wrotham Park, between the Mitchell and Walsh Rivers, on Elizabeth Creek, 120 miles N.N.E. from Georgetown. (To-day Wrotham Park is one of the best and largest privately owned properties in North Queensland; Walter Lawrence is part owner.) Next to take up pastoral country on the Mitchell water was Edward Palmer, who, in conjunction with John Stevenson and Walter Reid, stacked Gamboola in 1879.

When the Palmer goldfield was opened, the farthest out-station stocked on the overland route was Mount Surprise, on Junction Creek, held by the Firths; this was more than 200 miles from the diggings by the nearest practicable road. The road was opened by drovers, carriers, and miners; it crossed the Tate, the Walsh, and the Mitchell Rivers, and went up the Palmer River through some of the roughest country in North Queensland. When Cooktown was opened as a port in 1881, later owners of this property being Sir Robert Philp and Sons. Alexander Kennedy also acquired Bushy Park and Devoncourt.